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HONGKONG. FRIDAY. JULY 19th, 1901.

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\$20 PER DOZ.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

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OSWALD D. THOMSON, Hon. Secretary. Hongkong, 18th July, 1901. WANTED.

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SOLE AGENTS FOR CHINA. HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899.

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Elogantly Furnished Reading, Music, and Smoking Rooms.

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Cuisine of the best. Hot and Cold Water throughout

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FIRST-CLASS PRIVATE HOTEL. Handsomely Furnished and Exceedingly

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THE CONNAUGHT HOTEL FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of

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Cuisine excellent; under Experienced Ma-

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The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hong-

Bowling Alleys and Billiards. The Cuisine is Excellent. J. W. OSEORNE, J. H. DOWNS, Manager. Proprietor. Hongkong, 8th September, 1900.

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We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast-Ports.

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ESTABLISHED A.D. 1841.

DEATH. On the 12th July, at Tokyo, Yasusanuno Wooyana, Director of the Mitsui Bussan Kaisha, signed about 50 years.

Hongkong Office: 14 Des Veux Road Cl LONION OFFICE: 131, FLUET STREET, E.C.

Hongkong, 19th July, 1901

respondent of the London Standard, to the all the Great Powers to meet and agree effect that a syndicate of Belgian, French, upon their plan of action, each under- cally the nucleus of the police force of the and Russian capitalists is being formed for | taking the construction of some main line | the purpose of constructing railways in within their sphere of influence. This has China hardly sounds new, for, as a matter | been done to a certain extental ready. Russia of belief, if not of actual fact, it is generally is making the Manchurian Railways and allowed that Russia and France have had a | contemplates connection between her own hand in the Belgian Railway Syndicate all | Central Asian Railway and the line to Pealong. That the capital of the syndicate | king; Germany is constructing those in Shanwill be one thousand million (1,000,000,000) | tung; France is projecting one into Yunnan; frames is, however, a new fact that is worthy | none of which have been opposed by England. of note by all interested in the advancement . It should now be the turn of the latter to of China commercially. It is clear that a claim her right to lay a main line, and this great effort is being made by the Franco- | should most certainly embrace the country Russian Alliance to secure a predominant lying between Hankow and Kowloon, via voice in China by every means within their | Canton-which we believe has been conceded power. Politically Russia is striving with | to an Anglo-American Syndicate—and also all her might to obtain complete ascendency | any railways contemplated in the Yangtsze in Manchuria, and that she should be Valley region. surrendering Talien wan and intends to make Vladivostock the terminus of the Trans-Siberian Railway, in no way indicates that | those efforts are being relaxed. Talienwan is to be abandoned simply because it has Tsingtau respectively. The British transports disappointed expectations, and the selection of Vladivostock as the terminus of the great railway is no doubt a measure of precaution, so that communication may not be so readily closed with the coast by an i enemy in case of hostilities. Moreover, it is known that these concessions to Chinese sentiment are to be paid for by other concessions, which will probably be found to possess substantial value. In the south and on the west, France is pertinaciously pushing her supposed interests, by deciding to spend a vast sum in constructing a rail. way from Laokay in Indo-China to Yunnanfu; by placing gunboats on the Canton and West Rivers; by seeking to establish French interests in Canton (including the opening) of a Post Office there); and by cudeavouring to develop trade at Kwanchanwan. We i do not say that these are not legitimate aspirations, so long as they are confined to the development of trade, but unfortunately there is always a suspicion of political motives lurking behind. Great Britain could have no possible objection to France developing a valuable trade with the always regard with hostility any attempt been able to walk.

to secure political influence with a view to establishing a protectorate over Kwangtung. The British Government have never sought this for themselves, although the colony of Hongkong has grown up at the mouth of the Canton river and represents the toil and endeavour of more than half a century of successful trade and enterprise. It would be sheer Ifolly on the part of France to seek to establish over-lordship in Kwangung, for this would mean the ruin of British trade in China, and would be resisted with all the might of British arms. Why, therefore, our

French friends will persist in trying to reap where they have not sown is to us a source of wonder and perplexity. The same energy devoted to the development of Indo-China would probably, if accompanied by a liberal fiscal policy, result in the attainment by that colony of a high degree of prosperity. But the French Government, in Their overweening anxiety to afford protection to French manufactures, hedge trade about with such high tariffs that it dies from sheer | with the definite adjustment of the indemnity inamition. The colonists suffer the natives | claimed by the Peking-Hankow Railway Comsuffer, the Government does not gain, and

foreign countries are estranged by this war to the works of the line. This financial illiberal policy. A large army and navy have to be maintained to protect a commerce | which was blighted at its birth, and the home Government have to furnish funds | antiquated and us dess Tsungli Yamen is to be to assist to carry on the administration. Such is the result of the French Colonial policy, and all their efforts to widen the area under the appointed as the first Presidents and Vices should go across the Atlantic. tricolour are regarded with an utter lack of sympathy if not with downright distrust or

It is to be feared that the movement now on foot to obtain rights for the construction of railways will be regarded with equal coldness and aloofness by other Powers. No one is desirous of seeing the colours of Erance and Russia floating over any concession in China, on account of the selfish attempts made to secure monopolies by these Powers. So far as the actual benefits stintingly to Catholic objects, educational ones resulting from such concessions are con- in particular. The cause of death was heart cerned no one med grudge any syndicate failure, during an acute attack of fover. The what they can get out of them, and it would funeral takes place this evening at Moorghinala pool people and firms engaged in West African matter little, perhaps, by whom the railways ! were made so long as they were introduced; linto the Central Kingdom The main objection to these monopolies being obtained by the Powers named is the political agrount they would seek to make by it. If French and Russian capital is employed in this manner it will be the part of the other Treaty Powers to see that Chinese, sovereign rights are respected, but it is obvious that the seeds of serious complications may easily be sown while these railways are being laid. The best thing, were it practicable, would of course be to lend China the money, and let her make her Chinese ports, and arging that Chinese. own railways, under foreign supervision. immigrants shall be granted as good a footing Foreign investors would not, however, consent to advance money for such a purpose upon such terms; therefore that proposal is not within the scope of practical says that he cannot speak too strongly of the politics. Perhaps the most satisfactory usefulness of the Australian naval contingents. THE statement made by the Brussels cor- arrangement would be for the capitalists of "The Victorians were the mainstay of the

> Yesterday the British transport Itinda, the hospital ship Carthage, and the German gullboat Illis arrived from Taku, Calcutta and Clavering and Rajah left for Calcutta.

turtle will have ample opportunity to-night to \ gratify their penchant at the Kowloon Hotel, where, as will be seen in another column, Mr. Osborne, the genial proprietor, will provide a turtle dinner, to be followed by a turtle tiffin or Saturday.

who was arrested by the Russians between Monkden and Tiehling in Manchuria, is very reticent about his adventures. He leaves Newchwang to-day in the N. Y. K. s.s. Sendai Mura for Nagasaki. The Russians deny that

Lieut. General Robert Stevenson Moseley, Bengal Staff Corps (retired), died at Ealing on the 16th ult, aged 74. He served in China and was present at the engagement of January 8, 1859, when the battery and village of Shektsing were captured, for which services he received the medal.

The Samun Bay affair, according to the Universal Gazette, has at last been arranged by Vicercy Li Hung-chang with the representative of the Power which is credited with having designs upon the place. It is not yet known what are the so-called "arrangements," but it sooms that Viceroy Li Hung-chang has recently wired to the Chekinng provincial authorities at Hangehow assuring them that "the scate part of the crisis had passed and that nothing; ususual need by anticipated from foreign

M. Michelot, Inspector of the Basque de l'Indo-Chine, is in Shanghai. The Echo de Chine says that his visit to China is not solely concerned with the affairs of the Bank. M. Michelot is charged to Peking with a financial mission which is connected, the Echo believes, pany, on account of the damage caused by the mission is parallel to the technical mission with which the Chief Engineer Bousignes is charged.

Ever since it has become known that the abolished in favour of something on a more modern basis, says the N.-C. Daily News, there have been many gasses as to-who would be he had not decided yet whether Shaonrock L Presidents of the new Ministry, a number of names having been, off and on, tentatively published as prospective members of the new Foreign Office. The Universal Gasette now publishes the latest prospective Presidents, namely, Wang Wenshao, and Chii Hung-chi, President of the Board of Works.

A. Calcutta telegram of the 4th in t. says :-"The Roman Catholic Archbishop Gosthals died this morning. He had been ill for several weeks. He was a Count in his own right, and heir to immense wealth which he devoted un-Cathedral." Archbishop Goethals, who was a trading. One Glasgow man gave £1,900. Belgian Jesuit, was 70 years of age. His library was one of the finest in the East, and contained many rare and costly books.

The New York Tribune says: "The Chinese in the United States are preparing an organised fight to obtain the absolute repeal of the Chinese Exclusion Act. A powerful organisation has been formed by Chinese merchants at New York, and the movement is expected to spread to the cities in which there is a large Chinese population. A memorial is to be presented to the next Congress asking for a repeal of the Act on the ground of fairplay; and as a sort of reciprocity in raturn for the opening of

British garrison of Tientsin, and were practiof good order was of the utmost importance. They also did good service in the field during North China of these fine contingents.

H.M.S. Terrible into the death of a stoker post in Corea. It is reported there that a near to the Albion, to date June 25. Captain W. whilst bathing from the ship's side in Kobe to Mr. McLeavy Brown. It cannot be denied | Commanders: H. W. James, to the Albion, to harbour on the previous day. (ampbell was that he is entitled to a great deal of praise for date June 25; W. Carey, to the Algerine, in not a swimmer, and was therefore not supposed the work he has done in Corea, but on the other command, to date June 27. Naval Instructor at Vancouver on the 16th inst., at 9 p.m. to venture in unattended. He did so, however, hand he has made a number of enemies through | G. V. Rayment, BA., to the Cressy, to date and had only taken a few strokes when he his unbending will at the Corean Court in Seoul, June 21. shouted for help. Another stoker named It now seems that the British are willing to Plomer went to his assistance, but was unable comply with the old wish of the Corean Govto keep the drowning man up. Both were ernment by appointing someone else in Mr. sinking, and the ship's boat arrived just in time | Brown's place. to drag Plomer in over the gunwale. He had retained hold of Campbell's ear, but the jerk Those of our readers who have a liking for when he was bauled out of the water caused him to loosen his hold, and Campbell at once sank. No trace of his body had been found is supposed to be responsible for the fatality.

Mr. Allan Maclean Skinner, C.M.G., late of the Straits Settlements Civil Service, and Consul for the Siamese States, died on the 15th A Newchwang telegram of the 11th inst. to ult. at his residence, Harlandrise, Barton-fields, the N.-C. Daily News says:-Colonel Powell, Canterbury, at the age of 55 years. He was born at Brighton in 1846, and was a son of Sir Allan Maclean Skinner, Q.C., Recorder of Windsor. He was called to the Bar in 1867. first appointed a cadet in the Straits Settlements service in 1868, passing through various grades and appointments in the Colony. He was a member of the Council of the Straits Two fresh cases of plague and two deaths | Settlements in 1881. He attained the rank of (Chinese) were reported during the 24 hours Resident Councillor of Penaug in 1887, and ending at noon yesterday. Mr. J. Meek, that of Consulfor the Siamese States of Kedah, manager, Messrs. G. Falconer & Co., who was | Satul, Perles, Ghirbi, Junk-Ceylon, Kepah, admitted to Kennedy Town Hospital about Ranung and Kra in the following year. In nine weeks ago suffering from plague, has now 1891 he received the C.M.G., for services completely recovered, and will, we hear, be rendered. Mr. Skinner retirest January, 1897, discharged to-day. Mr. Meek's attack was an and returned to England, since which time he exceptionally severe one, and left him very weak. has resided at Canterbury. He had been in It is only within the past week or so that he has delicate health for a long time, but the end came somewhat unexpectedly.

Mr. A. Lee Ahle, a member of the Chinese Reform Party, who has been at Trinity Hall, Cambridge, has taken his B'A. degree, and is about to return to Honolulu.

In Lower Laos a rebellion has broken out against the French authorities, arising from the imposition of the fresh taxation. The rebels mainly object to the poll-tax.

By order of the German Emperor, the squadron under the command of Prince Henry of Prussia has proceeded to Cadiz to meet the Gorman ironclad division returning from

Lord Cramborne, in reply to a question in the House of Commons at the beginning of the month, said: "We are without detailed information regarding the character of the Tibetan Mission and have not addressed any communication to Russia on the subject."

Sir Thomas Lipton, it appears, is not averse to an ocean yacht race. The New York Journal on the 16th ult. published an interview with Sir Thomas, cabled from London, on the proposed race. Sir Thomas says :- " I have heard nothing officially about the suggested occur yacht race. I wish I had. Nothing would please me better than that after the Cup races. whether I wen or lost, there should be an ocean race between the two Shancrocks, Constitution. Columbia, and Independence. There could not be a better test of stability and seamanship. would like a good prize to be offered for the winner of the race." Sir Thomas added that

Major Ross, with Dr. Logan Taylor as his assistant, sailed from Liverpool on the 15thult. for Freetown, the capital of Sierra Leone, where they will begin the work of exterminuting mosquitoes, with the view of stamping out malarial fever. Major Ross's method is to place paraffin in pools of stagnant water, which are the mosquitoes' breeding place. The oil spreads over the surface of the water and stifles the larve when they come to the surface to breathe. Dr. Taylor will work in the vicinity of Freetown, and Major Ross will have go along the coast, arranging for the extension of the work. The funds for the expedition have been almost exclusively provided by Liver-

The delay of the cruiser Cressy at Portsmouth owing to a breakdown in her steering gear led to a curious experiment being made with noninflammable wood. The Cressy is the first of our warships fitted with this material to hoist the pennant. She was commissioned on May 28, and short as their stay on the ship has been, the Cressy's officers find that the chemicals in the non-inflammable wood works injury to their uniforms, especially the gold lace and more expensive parts. The cabin furniture is of the same wood, and clothing placed in the drawers receives injury. By way of investigating the truth of the complaint, the authorities have procured two chests of drawers, one made of non-inflammaable wood, the other of ordinary timber. These have been filled with new Writing to the Prime Minister of the clothing, locked and placed in a room in the Australian Commonwealth, General Gaselee Admiral Superintendent's office in the dockyard. The Lords of the Admiralty will shown them, but beyond that the drawers and to the Albion, on commissioning, to date June their contents will stay in the offices for a certain length of time; then they are to be opened, and a careful examination made of their contents.

There are a number of changes taking place in the personnel of the Corean Customs service, the Pastingfu expedition of October last, according to the Ostasiatische Lloyd. The The New South Wales contingent has been | Commissioner at Fusan, M. Laporte, a Frenchmore immediately under my eye at Peking, man, has been transferred from that port to and it has been a source of great satisfaction | Chemulpo. His successor will be Mr. Osborne, to me to have had so efficient and reliable a an Englishman. Mr. Chalmers goes as Acting force at headquarters." Sir Alfred adds that Commissioner-General to Seoul. English diploan excellent political effect has been produced macy during the trouble with the Coreans has by the appearance on so remote a stage as certainly gained the victory. It seems that the Commissioner-General, Mr. McLeavy Brown, intends to leave Seoul in a very short time on | 25. Assistant Engineers: C. Wain, J. K. On the 8th inst. an enquiry washeld on board long leave, from which he will not return to his Kirwin, T. E. Hughes, and A. E. E. Rayner, named Robert Campbell, who was drowned relation of Sir Robert Hart's will be successor | W. Hewett, to the Albion, to date June 25.

his own life.

Mr. P. A. Reutens has wen the Champion. ship of the Singapore Chess Club.

In the All England Lawn Tennis Champion. ship final at the beginning of this month, A. W Gore beat the holder, R. F. Doherty.

Six midshipmen and gunners have been guz; tted as the first recipients of the Conspicuons Service Cross for services in South Africa.

Only Pius IX, the present Pope, and St. Peter are credited with twenty-five years in the Roman Pontificate. As a matter of fact, Pio Nono's twenty-fifth year does not strictly begin until 1902.

A dramatic coup Wetat took place at Katmandu, Nepaul, on the 26th June. The recently-installed Prime Minister was made prisoner at a school prize-distribution; and his brother, the Commander-inChief, has been declared Prime Minister, with the approval of the King, the army, and the people. The ex-Minister has been sent to an outlying district under a

Last Friday, at the British Supreme Court, Shanghai, judgment was delivered in the case of the Owner of the Collingrove v. the Owner of the Skerryvore. The Court held the Skerryvore solely to blame for the collision, and entered judgment against her bail. The cross petition against the Collingrove and the Rocket was ciples regarding the policy of the Empire at dismissed with costs. Except in so far as it might be increased by the addition of the costs incurred by the Rocket there would be one set

At a meeting of the General Committee of the China Association in London last month the following resolution was manimously passed :- That this Association, having regard to the special expression of interest by His Majesty's Government, would view with regret the cession of the Imperial Chinese Northern Railway to Russia, as injurious to British interests and prestige as tending to confirm and extend over North China the influence of a Power which is certain to discriminate against British shipping and commerce in territories under its control, and trusts that the endeavour of the Russian authorities to thwart its development by occupying land alleged to have been acquired by it on the north bank of the Peiho will be firmly resisted.

Various runtours are current in Bangkok stated, says the Bangkok Times, tast Mosses. Jardin , Matheson & Co are building a fleet of ten new vessels to be placed on the Hongkong. Bangkok run. Again, Messra. Bradley & Co. | decides to bring the Central Asian Railway are reported to be making additions to their fleet. Then two additional vessels are under construction for the Norddontseler Lloyd. | Chinese Turkestan. That Company has also purchased the s.s. Maha Vajiravadh from the East Asiatic Company, and the latter is builling two vessels to replace her. Then again, one M. Potal is receiving a subsidy to run a line of Fronch steamers batween Bangkok and Singapore. Lustly, it is stated that one of the Singapore Chinese firms engaged in the same trade is putting on an additional vessel Altogether there would appear to be quite a boom imminent in Bangkok shipping. The following apointments were made last

month at the Admiralty:-Commander: R. Nugent, to the Pembroke, to date June 20, and 25, and to the Barfleur (N.), undated. Lieutenants: V. B. Moltano (Ist and G.), A. De K. L. May (T.), J. Man, W. B. Drury, H. J. Tweedie, and H. L. Boyle, to the Albion, to date June 25; E. B. Kiddle, to the Aloion (N.), undated. Midshipmen: H. M. Garrett; W. S. Hargreaves, R. Wigglesworth, E.J.F. Tisdall, W. U. H. Parry-Okeden, the Hon. E. B. Drummond, inadequate. This result is attributed to the N. St. J. S. Nicholl-Carne, T. G. Carter, C. W. Craven, and R. Crosbie-Hill, to the Albion, to date June 25; S. Hopkins, H. P. Wilson, and R. B. Ramsay, to the Albion, undated. Fleet Engineer: H. J. Rampling, to the Albion, to date June 25. Engineers : A. E. Drought and A. G. V. Salter, to the Albion, to date June

Sir Henry Roscoe has been elected Vice-Chancellor of the University of London for the ensuing year. The University proposes establish a special department called the Depart-From an "unimpeachable source," the ment of Practical Chinese, the objects of which Nagaraki Press learns that General Gribski, will be:-(1) To provide courses of instruction the military governor of Blagovestchensk and in modern Chinese, organised with a view to districts, committed suicide a few days ago the needs of : (a) Persons engaged or about to when the last mail left Japan. Heart-failure as he was approaching that city on his engage in mainess in China as clerks, merreturn from St. Petersburg. General Gribski, chants, &c.; (b) officers employed or about to be it will be remembered, was in charge of employed in the diplomatic, consular, military, Blagovestchensk in August, 1900, when that and Customs services in or connected with city was attacked by Chinese bandits from China; (c) civil, railway, and mining engineers Aigun, who from the opposite side of the about to be employed in China, and other classes Amur fired on the Russian city. The presence to whom a knowledge of collequial Chinese is in their midst of a large body of peaceable important. (2) To encourage study and research Chinese was regarded by the Russians as a in connection with modern Chinese questions grave peril, and instructions were asked from and existing Chinese institutions, &c. Mr. St. Petersburg. The now historic telegram | George Brown, late British Consul at Kin-"Fling Chinese across Amur" was wired from kinng, will be appointed director of the depart-St. Petersburg, and, during the temporary ment, and be directly responsible to the Univerabsence of General Gribski, the message was sity for its organisation. The courses of literally interpreted by the Chief of Police, instruction will be given by Mr. Brown, assisted whose bloodthirsty Cossacks gathered the by one or more native Chinese teachers and Chinese together, men, women, and children, such other persons as it may be desirable to to the number of nearly 5,000, and literally appoint from time to time. The University flung them into the water, none of the Chinese | will provide suitable accommodation for the escaping. General Gribski was subsequently work of the department at the University recalled to St. Petersburg to explain matters Buildings, South Kensington. The China to his Imperial master, and there is reason | Association has undertaken to guarantee a sum to believe that he was returning to Blago. of £500 a year for five years for the expenses vestchensk in disgrace and so decided to take of the department, and to take steps to raise a I fund for its permanent endowment.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS.

GENERAL NEWS.

London, 17th July, 8.50 p.m.

LORD ROSEBERY AND THE LIBERAL PARTY.

Lord Rosebery Las addressed a remarkable letter to the City Liberal Club. He says that the Liberal party's attitude of neutrality and an open mind is impossible, and spells Liberal impetence. Lord Rosebery does not believe that differences will cease in the party's ranks when the South African War is over, the severance between the sections being sincere and fundamental. based on an incurable antagonism of prin-

PRESS CRITICISMS.

The Daily News declares Lord Rosebery's letter to be a deliberate and mischievous effort to prevent the reunion of the party. The Times urges Lord Rosebery to work, as the only hope of the Liberal future, instead of merely discoursing.

LORD ROSEBERY AND POLITICS Lork Rosebery declares that he will never

voluntarily return to the political arena. THE NEW RUSSIAN MINISTER AT

PEKING-A CALM STATEMENT.

The Name Vrenga regards M. Lessar's appointment as Russian Minister to Peking shipping circles as to comiag the ages. It is as a guarantee that China will maintain friendly relations with the Powers. His advice will be of great value when Russia into direct communication with Peking, via

REUTER'S SERVICE:

London 16th July.

RAILWAYS FOR CHINA.

The correspondent of the Standard at Brussels states that a syndicate of Belgian, French, and Russian capitalists is being formed for the purpose of constructing railways in China. The capital of the syndicate will be one thousand million francs.

LONDON, 16th July.

INDIAN FINANCE.

An Indian loan of three millions sterling has been withdrawn, the applications being tightness of money, the depression in Consols, and other gilt-aiged securities. THE TROOPS IN SOUTH AFRICA.

other changes in the plans, are wholly inaccurate. He is not in a position to make a statement.

Mr. Brodrick states that reports of the

withdrawal of troops from Eouth Africa, and

LATEST STEAMER MOVEMENTS. The C. P. R. steamer Empress of India arrived

The N. Y. K. steamer Kanagawa Maru

(European Line) left Kobe ma Moji for this

port on the 17th inst., and is expected to arrive here on the 24th inst. The N. Y. K. steamer Yawata Maru (Australian Line) left Kobe via Moji and Nagasaki for this port on the 17th inst., p.m. and is expected to arrive here on the 23rd inst.

A correspondent writes to the Financial News on the subject of Japanese finances. The country, he intimates, possesses a razing Japanese war party held in check by a cool healest Administration. He concludes by stating:-The inferences to be drawn from the rather perplexing conditions now prevailing in the Far East are, firstly, that no guarantee exists that the peace of the world may not be broken again at short notice should Russia persist in her policy of aggression in North China and Corea-for Japan is fully alive to the trend of Muscovite policy; but that, secondly, however severely the economic strain may be felt at Tokyo, there is a steady resolve on the part of the Government not to be betrayed into the adoption of a system of financial jugglery which would, in the end, recoil upon its members, and prejudice to a serious extent the future of the Empire. To beware the entrance to a quarrel. but, being in, to bear themselves in a way that the opposer may, in his turn, beware, is apparently the maxim of the Mikado's Ministers. and no one will be disposed to find fault with them for cutting down unproductive expenditure, in a time of real anxiety, the better to be able to take their own part in a struggle for commercial and industrial supremacy, and in the actual hostilities which may be forced upon them by the ardour with which that struggle must needs be prosecuted. They know what they want, and they seem to be gifted with clear perceptions of the wisest cours to pursue towards its attainment.

SUPREME COURT.

Thursday, 19th July.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR A.G. WISE (ACTING CHIEF JUSTICE).

There were only three cases on the calendar-Lo Shing, robbery by two or more persons: Lo Yew Hoi alias Tai Li, attering a forged will: Ho Kwai, (1) robbing and wounding; (2), wounding.

SPECIAL SESSIONS TO BE HELD. The Hon, H. E. Pollock, K.C., Acting Attorney General, before the commencement of the Sessions, asked his Lordship to fix a day for the hearing of two cases pending at the Police Court under the Forgery Ordinance. One of the witnesses was_a man holding an official position in the Numtuo district of China. He was now in the colony, and if he went away it would be difficult to get him down here again, as he would be outside the jurisdiction of the

His Lordship fixed Monday for the Special Sessions, subject to the cases on the calendar boin*e*r finished

ROBBING AND WOUNDING. Ho Kwai was charged (1) with wounding one Lan On on the 10th May and robbing him of 35-20, and (2) with wounding Lau On on the same date. A plea of not guilty was tendered by the

defendant. The following jury was empanelled: Messrs.

D. P. J. Lopes, F. X. do Rezario, F. Groning, F. G. Chuanett, W. S. Bailey, J. I. Andrew, and R. Packham.

The Acting Attorney-General, in detailing the circumstances of the case, said that on the 10th May the prosecutor, a flower-gardener out of employment, went to the Sui Kie opium divan, situated in a side lane off Queen's Road West. After smoking some opium he left the divan and went out into the lane. Here two men, one of whom ron up and put his arm round the prosecutor, while the other man, who was known to the presentor by sight and who was the prisoner in the lock. put his hand into the prosecutor's pocket and pulled out a package containing \$5.20. The presecutor tried to smatch the package from the prisoner, whom he canglet by the queue. The prisoner thereupon stabled the presentor in the hip inflicting a rather serious injury. The presenter fell to the ground, and his two assailants ran away. Recovering slightly, the injured man got into a ricksha and drow to No 7 Pelice Station, where he made a report. The evidence of the opium divanwould show that the prisoner and the other man were in the divan on the same might as the presentor, and that they left together. The story fold by the prisoner at the Police Court in answer to the charge was that he and the prosecutor used to go out together "to make money." On the night in question the prisoner alleged that the presecutor quarrelled with him is the opium divanabout some money. They went down into the street together, and the prosecutor then asked the prisoner for two dollars. The prisoner had no money. and, according to his story, was there and then assaulted by the prosecutor. The prisoner picked up a piece of wood to delend himself, and struck the prosecutor with it, not knowing there was a nail in the wood.

Evidence was then led. Dr. Bell's statement was to the effect that the wound on the prosecutor's hip was a jagged one four inches deep and from a half to three-quarters of an inch broad at the surface. The wound had been inflicted by a sharp instrument like a penknife. The prisener's defence was similar to that which he made at the Police Court. The progecutor was a thief, and had tried to get him to steal. When he struck the prosecutor he did not know there was a nail in the wood.

The jury retired to consider their versict, and returned after an absence of five minutes. The foreman said they had found the prisoner not guilty on the first count and guilty on the second, adding a rider to the effect that he had acted under provocation, and did not mean play

to inflict such a severe injury. In passing sentence of four months' hard labour, his Lordship said it was known that there were previous convictions against the prisoner, but that the Attorney-General didnot desire to press these. The fact of their existence was mentioned just to show the prisoner that he was known.

robbery by one or more persons at Kwai Clung on the 7th ult., when four men entered a matshed and stole money and property belonging to one Ching Yau, whom they assaulted, The jury was the same as that in the previous

The Acting Attorney General said the prosecutor was the master of a grocer's shop at. the Inditute. They both went upsteins to the Kwai Chung, near Laichikok. On the 7th | bed-room, where they found the bed complainant June, in the early morning, he was awakened by a knocking at the door, which, on being it, but on looking under the pillow for the opened by the prosecutor, disclosed four men standing outside. One of the men covered the prosecutor's eves with his hands, and another put sand into his month. Sand was also rubbed on the prosecutors' eyes; he was then blindfolded and bound to the bed. After a time he succeeded in getting the landage partly from his eyes and saw the four men plundering the matched. They stole money and clothing to the value of between fearteen and fifteen dollars, and made off in their boat. The presecutor's shouts attracted the notice of a neighbour, who released him from his bonds. The presecutor then got into a fishing junk and made his way to Yaumuti. where he reported the robbery to Con- Hotel sharged the sergeant of the hotel watchstable Wild. The prisoner was arrested in the street early next morning, and, besides carrying a bundle containing part of the stolen property, was wearing at the time dothes which the prosecutor recognised as his.

Evidence was heard, and the jury unanimously found the prisoner guilty. He was sentenced to seven years' hard labour and twenty birch strokes, to be administered at the discretion of. stopped them and wanted to know what they

the gaol authorities. The forged will case comes on for trialthis

A Berlin dispatch states that one of the lestknown preachers in Berlin has been dishissed by the Kaiser for preaching long sermons. He was one of the pasters in the garrison church. The Kniser attended this church, and, after listening to a three quarter-of-au-hour sermon, sent his aide-de-camp to say that the sermon was too long and must be curtailed to a quarter of an hour. On the next Sunday the sermon was no shorter, and his Majesty gave instructions to have the pastor removed to another sphere of activity. Have we the same affliction in Hongkong P

A HAPPY IDEA for a trade mark is the word "LEMCO." coined from the initials of Liebig's Extract of Meat Co. Many inferior meat 36 years' reputation and they accordingly usk to payhim as the work performed by defendant the public to order their extract under the name | had not been satisfactory. He told defendant "LEMCO" in order to ensure obtaining the to go out of the house, and gave him

genuine article.

ROYAL HONGKONG GOLF CLUB QUARTERLY MEETING.

MACKWIN CUP: BOGEY CUP: POOL.

Although entries were up to the average, it is to be regretted that very few cards were rotumed. If members would make a point of always handing their scores in, the handicapping committee's task would be made much

The winner of the MacEwen Cup in his second round ucceeded in breaking the 9 hele record of the course in medal play. The score was madaap as follows:—4, 4, 5, 4, 4, 4, 4, 4, 3=36.

MACEWEN CUP, Mr. 0 M. G. Burnie 79 3 76 Capt R. M. Rumsey, R.N. ... 98 11 87 14 entries.

HOGEY CUP. Mr. C. M. G. Burnie ... rec. 2 strokes 5 down

Captall. M. Rumsey, R.N. ,, 6 Mr. C. M. G. Burnie ...

., 1, S. Sweeting 103 18 85 10 entries. PROPESSIONAL PAIRS TOURNAMENT.

During the past month members have been engaged in the above competition, for which II comples entered. The winners had a hard struggle in their semi-final round, ending all squan with their opponents after being "dormy 2" down. On replaying a few days later they were fictorious by 2 up and 1 to play.

FIRST TIES. Mr.H. W. Robertson and Mr. C. W. Dickson (Merchants), Mr. A. B. Rouse and Mr. C. H.P. Hay (Insurance), Mr. H. W. Slade and Mr. R. L. Richardson (Merchants), Mr. W. J. Saunders and Mr. C. M. G. Burnio (Insumnce), Major Dorehill, R.A. and Capt. D. Chaplan, R.A. (Military), all byes. Mr. E. J. Grist and Mr. J. Hastings (Lawyers) were beatenby Mr. V. A. C. Hawkins and Hon. J. Thurbern (Bankers) by 4 up and 3 to play while Mr. P. A. Cox and Mr. W. G. Worcester-(Shipping) only succumbed after a gallant struggle to Major Kee, A.S.C., and Capt. Des Vocus R.A. (Military) at the 21st holes the matchbeing thus prolonged by mutual agreement. Mr. T. C. Gray and Mr. P. Rodier (Merclants) scratched to Mr. T. S. Forrest and Mc A. B. Smith (Merchants).

Major Koe and Capt. Des Vieux defeated Messa Hawkins and Thurburn by 2 holes after agood fight. Messrs, Forrest and Smith accounted for Messrs, Robertson and Dickson. Messa Roule and Hay beat Messis. Slade and Richadson, Mesers. Saunder and Burnie disposed of Major Dorchill and Capt, Clapham, in all three cases by 4 up and 3 to play, SEMI-FINAL.

SECOND TIES.

Meses, Forcest and Smith conceding Major Koe and Capt Des Voeux 4 strokes were dormy 2 down, but eventually succeeded in halving the match and in playing off the tie a few days later | both ship and guns are tinkling cymbals. provedvictorious by 2 up and to play. Messrs. Saunders and Burnie conceding 8 strokes scored a hollow victory over Messrs. Rouse and Hay by 8 up and 7 to play.

In the final played on Wednesday, the 17th July, Messrs. Forcest and Smith receiving a stroke defeated Messrs. Saunders and Burnie, Obtaining a lead of 3 holes in the first nine, they played steady golf to the finish, eventually winning a well fought match by 3 up and 2 to

> POLICE COURT. Thursday, 18th July.

BEFORE MR. HAZELAND.

DISHONEST HOUSE COCLIF. James Campbell, a soaman, slept at the Li Shing pleaded not guilty to a charge of | Soldier and Sailors' Institute on Wednesday night. Before going to sleep he put his silver watch and chain under his pillow. When he arose usterday morning he forget to take it with him, and was already abourd his ship before he remmbered having left the watch behind. He obtained leave to go ashore again, and reported the matter to the man in charge of I had shot still in the same condition as he left watch found it had disappeared. The boys were mestioned, but, of course, knew nothing about he missing watch. Just as complainant was going to send for the police, defendant, who before pretended he knew no English. suddenly said to complainant "I no steal your watch, and wanted to clear out. Complainant stopped him, and after much questioning by No. I boy he produced the watch and chain from under a pile of bed clothing where he had hiddenit away.

He was sentenced to six weeks' hard labour MUTTON, NOT BEEF. Mr. Haynes, manager of the Hongkong men with the ft of meut and broad.

Mr.Reeca appeared for the defence. Chinese constable No. 151 told Mr. Reece and the Court that the sergeant gave him three pieces of beef, which had been cooked to make soup, and some bread, which witness gave to a ccolie to take up to the Central Station for him. When they got there, European P.S. 54 had. He showed the meat and beef to the

sergent, and told him where he got it from: His Worship was about to remand the case, when his attention was drawn to the fact that the mat captured was a shoulder of mutton, and not the cooked soup beef witness spoke about. His Worship said that as the mutton stolen

could not be the soup beef of witness' story, he had malternative but to dismiss the charge. Lukong 151, who gave evidence in the above case leading to the discharge of the accused was in turn chaged with the theft of three muds of mutton and a loaf of bread from the liongkong Hotel. His case has been remarked for hearing until a later date, and defendant released on \$25 bail.

QUESTION OF PAYING WAGES, M. de Cunha, a clerk, charged a coolie with

disorderly conduct. Complainant said he found defendant inside his hone; whom asked what he wanted, he said money. He was a house coolie formerly, and 11821-1 a push Defendant then picked up a stone had done.

and struck himself on the head with it and created a noise. He was given in charge,

Defendant stated that he was engaged by complainant as a coolie at \$3 per month on the 5th ult. On the 5th of this month he was asked for his wages and was put off till the 10th. On the 10th, asking again, he was told to wait till the 15th. When he failed to receive his wages on the 15th he stopped working. Last night whenhe went to complainant's house to ask for his hard-earned money, complain-

ant struck him over the head with a stick. defendant took a stone and struck his own forehead with it. It was not plausible at all: complainant did not pay him his wages he | the China Department of the Foreign Office. should summon him.

BRITISH NORTH BORNEO.

The trade returns of British North Bornec give the following results :-Imports. Exports. $4900 \dots $3,178,929,29$ \$3,336,621.59

2,456,898.96 Increase, \$721,930,33 Decrease, -\$102.938.94

The improvements going on in the territory resulted in a large increase in the importation of materials for telegraphs and railways. In exports there were heavy increases under the heads of gutta percha and timber. Several important export staples show a falling of thus noted in the official customs report :-The decrease in cutch is regrettable owing no doubt to the fluctuation of "home" prices. The decrease in camplior is also regrettable. but it cannot mean that this product is in any way worked out as all other jungle products have substantial increases. Coffee, as in many other adjacent countries, seems to have seen its days. It is to be hoped for the sake of those now engaged in this production that good times may again come round. The collection of seed pearls seems to have fallen off considerably. Treating the exports generally. it may be said that the decrease is mainly due to an agricultural product (cutch) that is most

LGUNNERY ON THE "TERRIBLE."

liable to fluctuation.

The cruiser Terrible completed her prizefiring on Thursday last, having made 101 hits in 128 rounds with her 6-inch quick-firing gans. or a score of SI-2t per cent., which is a record for this calibre of gun, says the Navat and Military Record: When in command of the cruiser Scylla Captain Percy Scatt astonished the garnery world with a score of 85 per cent. but the Scylla has six 4.7-inch guns, the best bitting weapon, and only two 6-inch guns. Later, when he went to China in the Terrible. that ship made the best target practice on the station, and now she has beaten her own performance of last year. Indifferent gunnery has invariably been ascribed towant of sufficient practice by the gamners, but the experience of the Sculla and the Terrible does not support this suggestion. These two ships stand out prominently because they have produced thenomenal results. Why? The answer is an open secret. The Terrible is not the best shooting ship in the service because she has the best guns or the steadiest platform, nor because her guns' crews were specially selected. The explanation is to be found in the recognition of the fact that if the guns cannot hit the target signifying nothing.

By a coincidence the day after the news of

the Terrible's successful performance reached England, Commander J. E. Drummond, the gunnery lieutenant of the ship, promoted out of the ship for services in South Africa and China, arrived in this country. It will be be remembered that in the final attack on Pieter's Hill, which opened the way to Ladysmith. General Buller asked for honvier artillery and a 6-inch 7-ton quick-firing gun was landed from the Terrible, and, on a Scott mounting, was sent to the front under Lieut, Drummond. This South Africa, and the way in which Lieut. Drummond and his men handled it evoked special mention of the officer, who has since been promoted, in General Buller's despatches, for the heavy lyddite shell it poured into the enemy's camp was an important factor in the attack. When news of the disturbance in North China reached Hongkong steps were taken on board the Terrible to mount 12pounder guns, and on the arrival of the ship at Taku these guns were at once taken by Lieut. Drammend to Tientsin, where there is no doubt they materially assisted in saving the carrison. Later on Lieut, Drummond was the only officer who took guns of this calibre to Peking;

present title; has added greatly to his reputation a brilliant war services by raising the gunnery of the Terrible to its present high state of efficiency, and there is reason to believe that even if he had not served in the field with such conspicuous gallantry, the devotion he has shown to his special branch of the service in producing the best shooting results of the world would have won for him his promotion. Only 27 years of age, Commander Drummond has the unique distinction of having within one year taken naval guns to Ladysmith and Peking, and having on both occasions played a leading part in the solution of difficult problems. To these achievements must be added the formation of a corps d'elite of naval gunners, who cannot easily be beaten. He has used his opportunities wisely and well, and he has only now to live to become eventually an admiral of the fleet.

MRS. BOTHA'S INTERVIEW WITH EX-PRESIDENT KRUGER.

The following account of the interview between Mrs. Botha and ex President Kruger was telegraphed on the 17th ult. by the Amsterdam correspondent of the Express: When Mr. Botha came into the presence of | Powers to equal privileges with ourselves in the

Oom Paul, one of the very first inquiries the latter made was, "How is Mrs. Kruger?" Upon being set at rest on that score, for Mrs. | China and an equal opportunity to trade there Botha told him that his wife was all right and on the part of all nations -had been secured, it well looked after by the British authorities, he said he was prepared to hear her story.

This she told him in her own way, Kruger | Government that they did not regard it as refraining from interruptions. As she got on applying to Shantung or Manchuria, it became with the story of the Boer condition, as told to | practically valueless as ensuring the open door her by her husband, she became so overcome to the Chinese Empire. He might say British by her emotions that she burst into tears, and | commercial men regard the setting up of a was obliged temporarily to stop the narrative. better Government and administration in China She has convinced Mr. Kruger that the Boer as the only foundation upon which the 'rapid' cause is as good as played out. Her stry has development of that country can proceed. To given him a more accurate account of the actual | restore peace and tranquillity to China, it was condition of things than he ever had before, earnestly to be hoped that the raiding expedibecause his entourage have carefully kept back | tions which the Germans appear so wishful to facts from him which were detrimental to the undertake will be discouraged by His Majosty's Boer chances, and magnified others which were | Government and that their efforts will be directed

in their favour. At one point in Mrs. Botha's story where she | ment as speedily as possible to Peking, in order touched on the miseries which the Boer women and children following the commandos suffer, rule and the foreign troops withdrawn. He extracts seek to trade on the Liebig Company's had sawages due him, but complainant refused her voice shook with emotion, and then a tear (Mr. Walton) expressed the hope that the stole down Mr. Kruger's cheek.

When she left he shook her hand heartily, secure for the Chinese the right to manufacture and thanked her again and again for what she and import arms, and to create such military-

BRITISH INTERESTS IN CHINA,

DEPUTATION TO THE FOREIGN OFFICE. A deputation of representatives of the Association of Chambers of Commerce of the United Kingdom attended at the Foreign Office on the 11th alt., for the purpose of laying their views in the matter of British commercial interests in China before the Secretary of State for Foreign Affairs. Lord Lansdowne was, however, unable to receive the deputation owing to illness, and his place was taken His Worship said he could not believe that a by Lord Cranborne, "Under-Secretary for Foreign Affairs, who was accompanied by the Hon. F. Bertie, Assistant Under-He told defendant he was discharged, and if | Secretary, and Mr. F. A. Campbell, head o Mr. W. H. Holland, M.P., introduced the deputation, which included Mr. Joseph Walton, M.P.: Dr. Farquharson, M.P., Mr. Brigg, M.P., Colonel Pilkington, P., Mr. Emmott, M.P., Sir John Colomb, M.P., Sir W. Brampton Gurdon, M.P., Mr. Weir, M.P., Sir Leese, M.P., Mr. Charles | McArthur, M.P. Mr. Henry Norman, M.P., Sir A. Hayter, M.P. Mr. Harwood, M.P., and the following members of the Chamber :- Sir E. H. Carbutt, Mr. J. W. Smithies, Mr. J. Groteian, Mr. Hancock, Mr. Stiebel, Mr. Firth (Halifax), and Mr. F. Brittain (Sheffield).

Mr. Holland, M.P., in introducing the

deputation, expressed their regret that illness of Lords Lansdowne had prevented his receiving them. The deputation desired present to the Foreign Office the resolution which was passed by the Association of Chambers of Commerce last March as to the necessity of a feguarding the commercial relations with China. Happily, on the China question, both political parties were agreed, and equally interested it maintaining the volume and prosperity of our China trade. The speakers he would introduce represented both political parties, for they were all agreed that, in the presence of the vast issues at stake, party quesfloas had no place. That there were enormous potentialities for these in the China market admitted of no argument. Those who understood the market best were most emphatic in declaring it incapable of being exaggerated, and considerable as was their past trade with China, they had only touched the fringe of that trade. They firmly believed that the prosperity of our trade for the next generation, and perhaps for many generations, was in the hands of the Foreign Office, in the hands of the Foreign Secretary, and of His Lordship, representing the Foreign Office in the House of Commons, tou degree unparalleled in our time. They considered, there were any neglect now with regard to those questions, it would spell ruin in years to come. whilst vigilance would cause prosperity in the future. (Hear; hear.) He gladly acknowledged that the speech of the Marquis of Lansdowne in the House of Lords, on May 21, showed that the Foreign Office was not numiniful of the interests of British trade in China. Thei policy should be one of wisdom and continuity one of unrestricted trade and intercourse; an they should look to it that this policy was carried out, and that no single Power should obtain advantages to the exclusion of the others. The had no desire to embarrass the Government in their already delicate task. In proportion to the difficulties of the task would be the credit of its successful accomplishment. He hoped they would not awake some morning and find themsolves in a worse position than they were present. (Hear, hear.) Mr. JOSEPH WALTON, M.P., said he had had the honour of moving the resolution at the

recent meeting of the Associated Chambers of Commerce in reference to the importance of safeguarding British commercial interests in The importance of the China trade was shown by the fact that out of a total foreign trade done by China of 70,000,000, the share of the British Empire was no less than 43,000,000 sterling. The foreign trade of China was capable of almost unlimited expansion; and if it was developed in the next 30 years to the same extent as in the past years by Japan, it would mean an increase of 200,000,000 sterling a year. During the last two years of great commercial prosperity the necessity of preservwas the heaviest piece of ordnance used in ling their just rights and privileges had not been so fully realised as it was likely to be during the cycle of commercial depression with which they would soon be face to face. They would then have brought home to them th absolute necessity, along with other nations, of offectually safeguarding and upholding the could right to trade throughout the great Chi nese Empire, with its 400,000,000 of people He believed there never was a question on which menofall political parties were more fully agreed than upon the policy which ought to be pur sued in regard to China, namely, that it should

be directed towards preserving China for the Chinese and an equal opportunity for all nations to trade there. That has over and over Commander Drummond, to give him his again been announced as the policy of the Government; but the question was how far that policy was being successfully carried out There was little doubt that the uprising on the part of the Chinese people to expel foreign intruders was due mainly to the unjustifiable aggressions of foreign Powers on Chinese territory, and secondly to the conclusion by foreign Powers of agreements behind the back of the Chinese Government dealing with large portions of the Chinese Empire. There was the Anglo-Russian Agreement entered into, wherein we conceded to Russia exclusive rights of railway construction north of the Great Wall of China, whilst she conceded to us similar rights in the Yangtsze region. Then came the Angle-German understanding, which was to the effect that we accorded to Germany, preferential rights as regarded railway construction in the great province of Shantung and the valley of Hoang-Ho, whilst we received similar rights in the Yangtsze The agreement, however, seemed to be nullified by the Anglo-German Agreement; which, whilst it confirmed to Russia and Germany the preferential rights which he had referred to, cancelled the preferential rights accorded to us in the Yangtsze region and admitted Russia, Germany, and other matter of railway outerprises in that region. the object—the preservation of the integrity of would have been a step in the right direction; those desirous of entering our Diplomatic and but in view of the statement of the German the Chinese, Japanese, Persian, and Oriental

forces as might be necessary to prevent their

to facilitating the return of the Chinese Governthat the country may be replaced under Chinese influence of the Government would be used to

being at the mercy of foreign aggressors. They were wlad to know that the Government desired to limit the amount of the money indemnity, believing that the compensationshould be largely sought in increased facilities for trade. He suggested that the commercial freaties should be re-arranged, and in case of a substantial increase of fluty beyond 5 per cent, being agreed

to, it should be on the conditions :-

(i) That all lekin be absolutely abolished. (2) That a proportion should be handed over to the Provincial Exchaquer to make good their loss of revenue by the abolition of lekin.

-(3) That a further sum should be allocated for the adequate payment of Chinese officials, in order to prevent the necessity for their appropriation of revenues passing through

(4) The complete opening of the inland waterways of China to foreign trade. (5) The allocation of a certain portion of the increased revenue to be applied by International Jonservancy Boards in removing obstructions to navigation in the great internal waterways of China and the deepening of the Taku and Woosung bars.

(6) That the same import duties shall be charged on goods passed over the land frontiers of China as are from time to time charged on imports by sea.

The next question was the question of the railway concessions. Of the concessions grant ed for the construction by British subjects of railways to the extent of 2.800 miles, no single concession had been finally ratified or the work of construction begun; whilst, on the other hand, Russia, Germany, Belgium and France were, even in the midst of the present crisis, busily engaged in occupying China-by railway, It was stipulated that the whole of the material and rolling stock in connection with these railways should be drawn from the countries of the respective concessionaires, to the entire exclusion of British producers and manufacturers. Having regard to the fact that this country opened China to trade, and fought at least two wars to maintain her trade rights, that couli tion of affairs was very unsatisfactory. There was no question that the investors had confidence in Chinese railway enterprises, as could be judged by the fact that when the lean of £2,362,000 for the Northern Chinese Railway was put on the

market no less than £12,000,000 storling was offered by the public. At the present moment Russia remained in possession of that portion of the Chinese railway north of the Great Wall. the line from Shanhaikwan to Newchwang although on no ground of military exigence could the retention of the railway be deemed necessary. In addition to this, the claim raised by Russia to a large tract of land stretch ing for two miles along the bank of the river at Tientsin, part of which is undoubtedly the property of the Northern Chinese Rallway Company, is another disc deling incident. The British commercial community look to His omployed by us. Majesty's Government to see that British bondholders have restored to them the property to which they are entitled as security for a loan advanced with the special knowledge and sanction of the British Foreign Office. The Pei-ho at Tientsin is very narrow, the British Settlement there (which is on Crowd land) is on the opposite bank to the land demanded by Russia, and the whole width of the river is 1 already fully occupied by shipping arriving and departing from the wharves on the British Settlement. A very serious interference with our trade would therefore result if Russia created shipping facilities on the land referred to. In contrast to the enterprise and courage of Russia, the British Government has shown itself so little alive to the commercial interest: of the Empire that the railway from British Burma to the Upper Yangtsze- comparativelyshort in length, and which has been shown b recent surveys to be perfectly practicable-has not only not been undertaken, but has been absolutely discouraged by our Foreign Office. We ought also to secure equal rights with all other nationals for the carriage of our goods over railways laid down by Russia and other foreign Powers. His Majesty's Government

had, he understood, explicit assurances from

Russia both in regard to the railway

matters and in regard to Newchwang,

that these occupations are only temporary. would appear, however, that there no reason why Newelwang should not be restored to its original position as regards both civil and military administration without further delay. He went on to speak of the efforts put forward by the French to acquire a predominant influence in Yunnan and Szechnen. They showed strong opposition to the opening of Nanningfu as a treaty-port, and to the granting of a concession by the Chinese Government to Great Britain for the construction of a railway from British Burma to the Upper Yangtsze; whilst they have insisted upon a concession for a railway from Tonkin through Yunnan to the Upper Yangtsze, and are proceeding with its construction. The French were also actively seeking to gain an influence in the provinces of Kwangsi and Kwangtung, though the latter was the hinterland of Hongkong. The question of imports to Tonkin came from England, each consignment will be sorted out Mark by Germany, and Switzerland, owing to duties put | Mark and delivery can be obtained as soon as on in favour of France, and ranging up to 50 | the goods are landed. per cent., three-fourths of the imports now came from France, and only one-fourta from the rest of the world, it was clear that France had practically destroyed our French Indo-China 4 P.M., will be subject to rent. trade. Another important question was the urgent need of having our Consular Service system entirely remodelled. As the result of his travels in the Far East he was bound in the Consuls devoted their attention mainly to push- | which no claims will be recognised. ing the commercial interests of their respective countries, our Consuls for the most part seemed to regard their diplometic and judicial functions as of the first importance, and our commercial interests quito secondary: whereas the latter should be the principal object kept in view, if British traders were not to be placed At a disadvantage as compared with their foreign competitors. Especially did it appear to be necessary that Oriental institutes should on a large scale be immediately provided, where Consular Service could be thoroughly taught

Mr. J. Thompson (Manchester) pointed out that the entire China trade in 1899 was 70,000,000, of which no less than 43,000,000 belonged to Englang. Manchester showed very largely in that trade, as in 1899 they sold 500,000,000 yards of cloth and 26,000 bales of yarn which was manufactured in the district. In addition to this there was a considerable trade between China and Bombay. Largo as these figures were, they were not what might be expected looking at the wealth and population of China. The people generally fully concurred in the opinion of the Government the Government, that it was desirable to keep down the amount of the indemnity. He hoped, when the revision took place that the charge would be made a specific charge and not an ad valorem duty, as ad valorem duties were open to many objections. The

(Continued on page 5.)

EVERYBODY WHO KNOWS: ANYTHING SAYS THAT CLUB WHISKY THE

H. PRICE & CO.

. \$12 PER DOZ.

Hongkong, 1st July, 1901.

PIANO TUNING.

F you VALUE your PIANO at all, you should have it TUNED REGULARLY by

CONTRACT, and by EXPERIENCED

TRAINED MEN ONLY, who are

KOBINSON PIANO CO., LD.

Hongkong, 16th July, 1901.

EDUINART PERE & FILS, REIMS Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality

Extra Dry-(Green Seal) LAUTS, WEGENER & CO. Solo Agents. Hongkong, 17th May, 1895,

/ TARBOLINEUM-AVENARIUS Used for over Twenty Years.

Throughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTMANN & CO., Hongkong, 31st August, 1897.

生 號 TEE SANG & CO.

COAL MERCHANTS. have always on hand LARGESTOCKS OF EVERY DESCRIP-TION OF COAL. Address-Care of Mosses, Kwong Sang & Co. No. 144, DES VŒUX ROAD:

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES

IFIHE P. & O. S. N. Co.'s Steamship "TIENTSIN."

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named safeguarding and upholding British commercial | vessel are hereby informed that, their Goods interests in Southern China was a matter of the lare being landed and placed at their risk in highest importance, and in view of the fact | the Hongkong and Kowloon Wharf and Gothat whereas in 1885 seven-eighths of the down Company's Godowns at Kowloon, where

> This vessel brings on Cargo:— From London, &c. ex s.s. Egypt and Clyde. Goods not cleared by the 23rd instant, at No Fire Insurance will be effected by me in

any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage public interest to say that whereas he found the | obtained from the Godown Company within American, German, Japanese, and other ten days after the vessel's arrival here, after

H. A. RITCHIE. Superintendent. Hongkong, 17th July, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA," FROM ANTWERP, LONDON, RORT SAID, SUEZ AND STRAITS!

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon What and Godown Company's Godowns at Kowloon, where each consignation be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before | 4 P.M. TO-DAY.

Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage ob-

tained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised. H. A. RITCHIE,

Superintendent. Hongkong, 17th July, 1901.

at Current Rates.

Hongkong, 2nd April, 1900.

TURTLE DINNER AND TIFFIN. R. J. H. DOWNES, of the Kowloon Hotel, begs to intimate to the Patrons

and Families that a TURTLE DINNER will be served at the; a ove Notel TO-NIGHT (the 19th inst), and also a TIFFIN TO MORROW. By applying after 5 P.M. To-day, Families

who cannot attend at the Hotel can be supplied with SOUP, STEAKS, and CUTLETS. Hongkong, 19th July, 1991.

WREXHAM! WREXHAM! WREXHAM! FIGHE only ENGLISH LAGER BEER in the Colony. Give it a trial and you

will drink no other. RITCHIE & CO., No 39, Des Voux Road.

Hongkong, 19th July, 1901. STAMPS.

THYO, EXCHANGE MALAY STATES. A STAMPS for HONGKONG Apply to-

A. ANDREE. No. 11, High Street, Knala Laupur, TO-DAY. Straits Settlements. Hongkong, 19th July, 1901.

FURNISHED BEDROOM in a good expense La locality with Beard in an English family, saitable for a Young Gentleman. Apply by letter to

Care of Office of this Paper. Hongkong, 19th July, 1991. THE RONGKONG LCE COMPANY. LIMITED.

NOTICE. N accordance with the provisions of No. 101. 1 of the Articles of Association, the General Managers have This Day declared an Interim,

Dividend for the Half-year ended 30th June. 1901, of Four Dollars per Share. DIVIDEND WARRANTS, payable at the HONGRONG AND SHANGMAL BANKING CORPORATION, will be issued to Shareholders

on MONDAY, the 29th July. The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 29th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkeng, 19th July, 1901. THE TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the PIFTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the Courpany's Offices, 38 840. Queen's Road Central, on TUESDAY, the Both July, 1901, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts, for the period anding 30th April, 1901. The TRANSFER BOOKS of the Company

will be CLOSED from the 23rd July to the 6th August inclusive. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 19th July, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, HOIHOW AND HAIPHQNG. FRAHE Company's Steamship

"HAILOONG." * Captain Balburst, will be despatched for the above port TO-DAY, the 19th inst., at 10 x M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CON General Managers.

Hongkong, 18th July, 1901. NOTICE TO CONSIGNEES.

FRAHE P. & O. S. N. Co.'s Steamship

"COROMANDEL. FROM BOMBAY, COLOMBO AND STRAITS.

Consignoes of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

Goods are landed. The Vessel brings on Cargo: -From London, &c., ex s.s. Australia and From Australia, ex s.s. Arcadia and

Australia. From Persian Gulf, ex s.s. B. I. S. N. and B. and P. S. N. Co.'s steamers. Optional Goods will be landed here unless instructions are given to the contrary before

2 P.N., TO-DAY. Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 18th July, 1901.

THE HONGKONG WEEKLY PRESS will be ready to-morrrow and will contain :-Leading Articles :--The Withdrawal from the North.

The Foreign Office and the Far East. The Plague in Hongkong. The Crisis: Telegrams. Hongkong Legislative Council. . Hongkong General Chamber of Commerce. A Mysterious Affair.

Report of the Inspector of Schools. Singapore Criticism of Hongkong Municipal Affairs. Canton. Масао.

Tientsin. Manila. Sandakan Notes. Philippines under Civil Rule. United Asbestos Oriental Agency. Supreme Court Hongkong Cricket Festival, 1901. Shooting Match at Kowloon. Hongkong and Port News.

Subscription, \$12 per Annum, payable in * adrance; postage, \$2. Extra copies 30 cants each (cash) Copies can be posted from the Office to addresses sent; including postage, 34 cents each, ogs for three copies (cash).

Hongkong, 19th July, 1901.

ADVERTISEMENTS NEW FOR SHANGHAI, YOKOHAMA, KOBE, AND TSINGTAU. THE H.A.L. Steamship

"SITHONIA," Captain Burmeister, will be despatched for the above ports TO-DAY, the 19th inst, at NOON. For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office. Hougkong, 18th July, 1901. FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE.

TEMPE H. M. Steamship

* SITHON IA. Captain Burneister, having arrived from the above ports, Consignees of Cargo are Torchy requested to send in their Bills of Lading for countersignature by the Undersigned, and to 1502 take immediate delivery of their Goods from

Cargo ex the H.A.L. s.s. Aragonia from New . York, which Cargo was transhipped at Singa- the Company's Office, No. 5, Queen's Road

Optional Cargo will be forwarded unless | notice to the contrary be given before NOON. Any Cargo impeding her dicharge will be

layded into the Godowns of the Hongkong and Kowloon Wharf and Godown Company. Limited, and stored at Consigners' risk and No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent. All broken, chafed, and damaged. Goods are 11817 to be left in the Godowns, where they will be

examined on the 25th inst., at 3 r.m. No Fire Insurance has been effected; HAMBURG-AMERIKA LINIE, Hougkong Office.

Hongkong, 18th July, 1901. NOTICE.

THENDERS are invited before NEON on MONDAY, the 22nd inst., for the Office' of COMPRADURE to H.M. Naval Yard. Particulars can be obtained at the Office of the NAVAL STORE OFFICER. Hongkong, 19th July, 1991. FOR SALE, J

COUNTER 21 for by 1 feet 6 inches with Teakwood Too Shall Stand on THIE SEVENTIETH ORDINARY Top and Shelving Tolow.

W. BRIWER & CO... Queen's Road. Hongkong, 13th July, 1904;

TWHE GERMAN STEAMER

* MUENCHIN." 4,520 Tons, Gross, 2,855 Tons Nett, as she now lies in the Cosmopolitan Dock at Kowloon, Hongkong, in damaged condition, with all her GEAR, TACKLE, ENGINES. BOILERS, MACHINERY and APPURA TENANCES now on Borsh . For Particulars and Inspecting Order,

Apply to-MELCPERS & CO., Ar mus. NORDDEUTSCHER LLOYD.

Hongkong, 29th June, 1901; ** LAUNCH FORE AME VERY Strongly Buill and Well Finished

LAUNCH, All bak, 58, ft. long. beam, at fr. doop. Surface Condensing Engines. Cylinder, 72 and 15 in. Strok . 10 inches. Boller, 5 Tt. by 6 ft. Steam Pressure, 125 lbs. Speed 105 miles per

Vessel will be completed and ready for use in Fourteen Days. Very suitable as an Office |

H. F. CARMICHAEL, Queen's Buildings. Hengkong, 22nd Juno, 1901. WING CURUNG,

Dealers in JEWELRY, PEARLS. CURIOS, JADESTONE ORNAMENTS, BRONZES and CARVED IVORY WARE, FINE SILKS and GRASSCLOTHS

General Experiers of ANISEED and CASSIA OILS. &c., &c., Stock always on Hand. AN INSPECTION IS RESPECTFULLY SOLICITED Note.-We beg to ameunce that we also Buy all kinds of Curios at Moderate Prices. 1 & 3. D'AGUILAR STREET

(Behind Hongkong Dispensary). Hongkong, 18th April, 1901. QUAN WAH & CO.,

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong Hongkong, 17th October, 1899,

MITSU BISHI DOCKYARD AND ENGINE WORKS,

NAGASAKI. CODE WORD: "DOCK," NAGASAKI. A.1, A.B.C., Scotts' and Engineering Codes

DOCK No. 1 (at TATEGAMI.) Extreme Length 523 feet, Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... 77 ,.

Water on Blocks at Spring Tide 261 .. DOCK No. 2 (at MUKAIJIMA.) Extreme Length 371 feet. Length on Blocks 350 " Width of Entrance on Top ... Width of Entrance on Bottom ... Water on Blocks at Spring Tide 22 ,,

PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILD. ING and MARINE ENGINEERING as well as in REPAIRING of SHIPS. The COMPANY has a POWERFUL SAL-VAGE PLANT READY at SHORT

PUBLIC COMPANIES

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY LIMITED, IN LIQUIDATION.

TOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING the PREFERENCE SHAREHOLDERS will beheld at the Company's Office, No. 14 Des Voenx Road, TO-MORROW (SATUR DAY), the 20th July, at 12.15 P.M., for the purpose of receiving and discussing the Liquidator's proposals for Coaling with the Com-

pany's Assets. The Liquidator. M. BENNECKE.

Hougkong, 5th July, 1901. THEHONGKONG LAND INVESTMENT

AND AGENCY CO., LD. N INTERIM DIVIDEND of Six A Dollars per Share for the Six Months

ending 30th June, 1981, being at the rate of Twelve per Cent. per Annum, will be payable This steamer brought also the Hongkong, on the 27th instant, on which date Dividend Warrants may be obtained on application at. The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd to the 27th instant (both days inclusive). By Order of the Board of Directors.

A. SHELTON HOOPER. Secretary. Hangkong, 9th July, 1961. THE WEST POINT BUILDING

COMPANY, LIMITED. N INTERIM DIVIDEND of One Dollar and Fifty Cents per Share for Six Months ending 30th June, 1901, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Comminy's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive). By Order of the Board of Directors, A SHELTON HOOPER. Secretary, Hongkong Land Investment and Agency Company. Limited,

General Agents, The West Point Building Company, Limited. Hongkong, 9th July, 1901. HONGKONG, CANTON AND MACAO

STEAMBOAT COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Baildings, Quoin's Road Central, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing

Directors and Additors. The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive. By Order of the Board of Directors. T. ARNOLD,

Secretary Hongkong, 16th July, 1991.

NOTICE.

HONGKONG AND WHAMPOA BOCK COMPANY, LIMITED.

will be ACTING CHIEF MANAGER until forther notice. By Order of the Board of Directors.

D. GILLIES. · Chief Munager. Hongkong, 18th July, 1901.

ATOTICE IS HEREBY GIVEN to all the Merchants and Customers of the Firm of RUSTOMJEE SHAPOURJEE MOGRA that the Partnership existed between the undersigned and RUSTOMJEE SHAPOORJEE MOCRA, and since his death between the undersigned and EDULJEE RUSTOMJEE MOGRA is, by a consent decree taken in the High Court of Judicature at Bombay in Suit No. 312 of 1901, dissolved from 11th May, 1961, and the undersigned has continued to carry on his business alone in the name. of FURDOONIEE NUSSERWANIEE POSTWALLA at Bombay and FUR-DOONJEE NUSSERWANJEE POSTWALLA at Canton and in China, instead of in the name of RUSTOMJEE SHAPOURJEEMOGRA; and from the above mentioned date (11th May, 1901), the heirs of RUSTOMJEE SHAPOORJEE MOGRAnamely, his son EDULJEE RUSTOMJEE MOGRA and his widow, VILERBAI-have no interest of any sort or kind in my said firms and have no connection whatsoever with the business of my said firms in Bombay and China

and their respective managements. COWASJEE FURDOONJEE POSTWALLA, . Sole Owner of the Firm of FURDOONJEE NUSSERWANJEE POSTWALLA, at Bombay, FURDOONJEE NUSSERWANJEI POSTWALLA, at China.

Hongkong, 16th July, 1901. CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE. Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES:-With Powder. Loaded with Powder only, and 1 oz of Shot. Primrose Cases .. \$5.65 \$7.40

Pegamoid Cases ... 6.25 Ejector Brass Cases, 6.90 5 per cent. discount on orders of 1,000 and over. Apply to WM SCHMIDT & CO.,

Gunmakers. Hongkon 7. Hongkong, 27th July, 1897.

CARTRIDGES! CARTRIDGES!! TUST LANDED a NEW STOCK of

ELEY'S and KYNOCH'S SPORT. ING CARTRIDGES and NEWCASTLE CHILLED SHOT. 20 BORE CARTRIDGES.

WM. SCHMIDT& CO., Gunsmiths. Hongkong, 3rd January, 1901.

AGENTS for the above Company, are propared to ACCEPT RISKS against FIRE at Current Rates SIEMSSEN & CO., Agents.

INSURANCES-

SALAMANDER FIRE INSURANCE

COMPANY.

FETHE Undersigned, having been appointed

prepared to ACCEPT I TSKS against FIRE

PARANSATLANTIC FIRE INSUR-

ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed

AGENTS for the above Company, are

HOTZ, 3 JACOB & CO.

Hongkong, 16th November, 1872. TORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732,681.

AUTHORISED CAPITAL ... £3,000,000 0 Subschibed Capital.... 2,750,000 0 PAID-UP CAPITAL 687,590 0 FIRE FUNDS 2,833 716 14

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 3rd July, 1901. THENIX FIRE OFFICE

 $\pm {f Agents}_{f c}$

The Undersigned are now prepared GRANT POLICIES of INSURANCE against FIRE at Carrent Rates. DOUGLAS LAPRAIK & CO., Agents for the Phonix Fire Office. Hougkong, 17th August, 1887.

THE WESTERN ASSURANCE COM-PANY OF TORONTO, CANADA, INCOMPORATED 1851.

TUTHE Undersigned, having been copointed AGENTS for the above Company, are propaged to ACCEPT RISKS against FIRE at Current Rates. WM. MEYERINK & CO.,

Agents. Hongkong, 18th May, 1909.

ANCE COMPANY OF HAMBURG The Undersigned AGENTS of the above Company are PRESARED TO ACCEPT First Class Foreign and Chinese Risks at Current SIEMSSEN & CO.

Hougkong, 20th May, 1895. AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL

THILL Undersigned, liaving been appointed E AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Carrent Rates.

REUTER, BRÖCKELMANN & CO... Hongkong, 21st April, 1897 "I/UNION"

FIRE INSURANCE COMPANY, LD. 👉 🔧 (Established 1828). DURING my Temporary Absence from THE Undersigned, having been appointed the Colony, Mr. ROBERT COOKE GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS

at current rates. Claims settled direct without reference to the INCORPORATED BY ROYAL CHARTER, 1853.

Head Office A. R. MARTY, Agent. Hongkong, 1st August, 1900. "L'URBAINE" FIRE INSURANCE COMPANY, LD.

(Established 1838.) HE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates. P. LEMAIRE & CO.

Hongkong, 7th February, 1901. SUN INSURANCE OFFICE, LONDON FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are propared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & CO., Hongkong, 16th May, 1892.

H. F. CARMICHAEL

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS: "CABMICHAEL," HONGKONG. A B C Code, 4th Edition. A L Code. Lieber's Standard Code. TELEPHONE, 232.

BAILEY & MURPHY. CONSULTING ENGINEERS AND

Hongkong, 21st June, 1901.

SURVEYORS, 60 & 62, DES VŒUE ROAD.

Telephone No. 187. Telegrams "Contract." W. S. BAILEY, M.I. MECH. E. E. O. MURPHY, WH. SC. A.M.I. MECH. E.

Hongkong, 4th Janua ry, 1901.

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED. THE above Company is prepared to supply

L the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers. Call Flag W. J. W. KEW, Manager.

20, Des Voeux Road. Hongkong, 18th December, 1900.

BANKS.

COMPANY, LIMITED. CAPITAL FULLY PAID-UP ... \$1,000,000 RESERVE FUNDS - Directors: y. S. VAN BUREN, Esq.

C. EWENS, Eeq. C. S. SHARP, Esq. H. W. SLADE, Esq. HO TUNG, Esq. General Managers:

Mosses. JOHN D. HUMPHREYS & SON.

Bankers: THE HONGWONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Elecutors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to not for those who may be temporarily or permanently absent from the Colony. JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st February, 1901. THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000 SUBSCRIBED£1,125,000 PAID-UP£ 562,500 RESERVE FULID£ 40,000 BANKERS LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at | CHAN KIT SHAN, Esq. | C. EWENS, Esq. the rate of 2°/, per annum on the Dailybalance. Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager, ON FIXED DEPOSITS :-Fer 12 months.......4 %. 357. 21/0

Manager, Hongkong. Hongkong, 1st April, 1901. MERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE

J. THURBURN,

12TH NOVEMBER, 1896. Subscribed Capital. Shanghai Tls. 5,000,000 TORTH GERMAN FIRE INSUR- PAID-UP CAPITAL "

> HEAD OFFICE-SHANOHAL BRANCHES AND AGENCIES. Hankey Canton: Peking Penang Chinkiang

Singulore Chungking The Bank purchases and receives for collect Tainan tion Lills of Exchange drawn on the above Hongkong Amoy Shanghai Tientsin places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH Advances made on approved securities. Bills Discounted. INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily

3% per annum on Fixed Deposits for 3 months. E. W. RUTTER, Hongkong, 1st January, 1901

THIHE CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA.

HEAD OFFICE-LONDON. CAPITAL PAID-UP£800,000 2794 RESERVE LIABILITY OF SHARE-HOLDERS£800,000 RESERVE FUND......£575,000

> INTEREST allowed on Current Account at the rate of 2°/ per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent "T.H. WHITEHEAD,

Manager, Hongkong. Hongkong, 9th July, 1901. HONGKONG SAVINGS BANK.

ted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Rules | Banking and Exchange business transacted. may be obtained on application. INTEREST on deposits is allowed at 3 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 Per CENT. per annum. For the Hongkong and Shanghai BANKING CORPORATION. T. JACKSON. Chief Manager. Hongkong, 4th October, 1900.

TTONGKONG & SHANGHAI BANK. ING CORPORATION.

PAID-UP CAPITAL\$10,000,000 RESERVE FUND-STERLING RESERVE...\$10,000,000 SILVER RESERVE ... 3,000,000

----\$13.000.000 RESERVE LIABILITY OF PROP'TOES.\$10,000,000 COURT OF DIRECTORS.

R. SHEWAN, Esq.—Chairman. Hon. J. J. BELL IRVING .- Deputy Chairman H. Schübart, Esq. A. Haupt, Esq. D. Meyer Moses, Eeq. N. A. Siebs, Esq. A. J. Raymond, Esq. H. W. Slade, Esq. R. L. Richardson Esq. H. E. Tomkins, Esq. Paul Witkowski, Esq.

> CHIEF MANAGER: Hongkong-Sir Thomas Jackson. MANAGER:

Shanghai-H. M. BEVIS, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per Cent. per Annum on the daily balance. . ON FIXED DEPOSITS. For 3 months, 21 per cent per Annum. For 6 months, 35 per cent. per Annum. For 12 months, 4 per cent. per Annum.

T. JACKSON, Chief Manager. Hongkong, 4th June, 1901.

BANKS HUMPHREYS ESTATE AND FINANCE FINE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL over £230,000 RESERVE LIABILITY OF SHARE-

HEAD OFFICE 36, Nicholas Jane, London, E.C. BRANCHES: * Hongkong, Shanghai, Singapore. AGENOIES: Yokohama, Kobe, Penang, Bembay, Calcutta,

Paris. The Bank of England and the Capital and Counties Bank, Limited. General Manager-F. C. Bisnop.

Madras, Colombo, Rangoon, Java, Lyons, and

INTEREST ALLOWED. On Current Accounts " "Fixed Deposits 3) montles ... 12) notice 41.

The Bank buys, sells and receives for col-

lection Bills of Exchange on, and transacts

general Banking business with, the above places. J. W. R. TAYLOR, Manager. Hongkong, 1st June, 1901.

THE NATIONAL BANK OF CHINA LIMITED. AUTHORIZED CAPITAL£1,000,000

PAID-UP CAPITAL£ 324,374 HEAD OFFICE-HONGKONG.

BOARD OF DIRECTORS.

GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5%. Hongkong, 23rd March, 1899.

THE BANK OF TAIWAN (FORMOSA) LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER). AUTHORIZED CAPITAL Yen 5,000,C N

HEAD OFFICE:-TAIPER, FORMOSA JUICHT SOYEDA, Frq., President. Head Office Manager: HIROMI KAWASAKI,

BRANCHES, AND. AGENCIES.

Yokohama

Nagasaki itakodato Moji London New York S. Francisco Nowchwang Chemulpo Fusan. HEAD OFFICE :- INTEREST ALLOWED. On Current Account...... 5.475%, per annum

On Fixed Deposits .- Savings Bank 6.205%, " For 3 months 65% per annum 7 % per annum Credits granted on approved Securities and every description of Banking and Exchange business transacted. Drafts granted on the chief commercial places

both in Japan and Abroad.

Further particulars may be obtained on application. HIROMI KAWASAKI, Manager. Taipeh, 5th October, 1900.

EUTSCH-ASTATISCHE BANK. PAID-UP CAPITAL Sh. Taels 5,000,000 HEAD OFFICE-SHANGHAI. BOARD OF DIECTORS : BERLIN.

Branches: Calcutta Hankow Tsington (Kieutschou) Tientsin LONDON BANKERS:

UNION BANK OF LONDON, LTD. DEUTSCHE BANK (BERLIN), LONDON AGENOY DIRECTION DEE DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account FIGHE Business of the above Bank is conduc- DEPOSITS received on terms which may be learned on application. Every description of

Messrs. N. M. Rothschild & Sons.

E. F. GROS. Acting Manager Hongkong, 8th February, 1900. THE TOROHAMA SPECIE BANK

Established 1880. CAPITAL SUBSCRIBED ... Yen 24,000,000

LIMITED.

CAPITAL PAID-UP ,, 18,000,000 CAPITAL UNCLLED RESERVE FUND..... 8,310,000 HEAD OFFICE-YOROHAMA. BRANCHES AND AGENCIES.

Kobe

Lyons

Honolulu

Tokio.

San Francisco

Nagasaki

New York

Bombay

Manager,

Tientsin Newchwang Shanghai LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED PARR'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per annum TARO HODSUMI,

Hongkong, 17th April, 1901. BROTHERS POHOOMULL 57 & 59, QUEEN'S ROAD CENTRAL, WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.

Have for Sale, TNDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles." Oriental Embroidery, Rugs and Carpets. Jewelry, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.

INSPECTION IS SOLICITED. Hongkong, 8th November, 1990.

the lekin system of course makes it necessary

A STORY OF THE CENTURY.

Here is a quotation from an old friend of

HEUERMANN, HERBST & CO. Hengkong, 9th July, 1901. TO LET.

NTO, 8A, QUEEN'S ROAD CENTRAL. Apply to-

KWONG CREONG WO. No. 239 Des Veeux Roud. Hongkong, 9th July, 1901.

TO LET.

66 CIMLA HOUSE," MACDONNELL ROAD (above Dr. Gorlach's Re-A FLAT of FOUR ROOMS, BATH ROOMS, COOK-HOUSE, SERVANTS QUARTERS, STORE-ROOM, &c., commanding full view of the

APPLY WITHIN. Hongkong, 10th July, 1901.

TO LET.

TFICES in BEACONSFIELD ARCADE. SMALL GODOWN in Doducti Street. For Particulars, apply to-R. C. WILCOX. Hongkong, 16th July, 1991.

NO. 6: WEST TERRACE; ONE EURO PEAN HOUSE, consisting of TWO FLOORS, in a respectable locality. Rent

TO LET.

Apply to -- 🐍 KWONG WING SANG. No. 182, Queen's Road Central. Hougkong, 17th July, 1901. TO LET.

PEAK. Apply ti -THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD.

TO LET.

Hengkong, 17th July, 1901.

ODOWN, No. 5A, DUDDELL STREET THE HONGKONG LAND INVEST

MENT AND AGENCY CO., LD. Hougkong, 5th July, 1901. TO LET.

-----A HOUSE in Expon Tennace.

"FAIRVIEW." Kowloon "THE RETREAT." MOUNT KELLETT. Apply to-

THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 13th July, 1901. TO LET.

TOOMS or OFFICES, with SERVANTS' QUARTERS, in FIRST FLOOR, No. 6, ICE HOUSE LANE.

A. RUMJAHN. Hongkong, 4th July, 1901.

TO LET Possession, August 1st.

Eactory, now occupied by the Hongkong and Kowlein Wharf and Godown Co., Ld.

For particulars, apply to-LAUTS, WEGENER-& CO. Hongkong, 9th July, 1901. TO LET SHORTLY.

CHOPS, OFFICES and FLATS, Des VŒUX ROAD CENTRAL (Opposite Lane,

Apply to-

-Crawford & Co. s).

HUMPHREYS ESTATE AND FINANCE CO., LIMITED. Hengkong, 12th July, 1901.

TO LET.

IMMEDIATE Possession. • LARGE and WELL-VENTILATED ROOMS, with BATHROOM and VERAN-

DAH, at No. 37, CAINE BOAD. Apply to -R. J. REMEDIOS. Mercantile Bank. Hongkong, 11th July 1991.

BOARD AND RESIDENCE.

GILLANDERS "GLENWOOD." 21, CAINE READ. Hongkong, 20th September, 1900.

BOARD AND RESIDENCE.

OMFORTABLY FURNISHED ✓ ROOMS, with Board. Apply to Mrs. MATHER, 2. Pedder's Hill.

Hongkong. 1st January, 1892. BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY. BEACH ROAD WEST. FELIXITOWE, SUFFOLK, ENGLAND.

Hongkong, 28th August, 1900.

DANG CHEE, SON & CO. IMPORT and EXPORT MERCHANTS

6, D'AGUILAR STREET. BRANCH-N.S.W., AUSTRALIA. Hongkong, 2nd July, 1901.

CIENTING. SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS YERY NODERATE. Consultation Free. Hongkong, 23rd September, 1891.

(Continued from, page 3.)

system of lekin was not the only objection. of the taxes would deserve the hearty thanks ought to mention. There was the question of the old doctor's deep saying and the story of the Chambers. Another thing was that the opening of Nanning fu on the West River. Mr. Bath's illness and ours. But, as it is we it was desirable to open out the interior of the As the deputation are probably aware, it was must take the chances of their seeing this country. Theinternal waterways were nominally arranged that it should be thrown open shortly report in print. thrown open to our trade in 1898, but the before the outbreak of the troubles. That is a privileges then granted had been hampered matter which has not been at all forgotten; on with so many restrictions as to become of almost | the contrary, it is one of the things marked out no value. If it could be arranged that small for our early consideration. Then there was the steamers should really be allowed to navigate the question of the internal reform of China-in one rivers and canals, a great increase of trade sense that is more the business of the Chinese walt be looked for.

than ours; therefore it is not a matter which we Mr. C. McARTHUR, M.P. (Liverpool), said can insist upon, but it is a thing which we shall be hearti'y endorsed all that had been advanced help forward with all the means in our power, that day, but he would remind them that it was because we recognise, as you recognise, that necessary to draw a distinction between the that makes for the commercial interests of theoretical and the practical. He was entirely Great Britain. In the same spirit we are at one with the Government as to the policy in anxious that the terms imposed upon China China. The Chamber at Liverpool recommended shall not be so severe as to injure her presthat in China we should have a Minister of the peets, and in fact they will be limited by the first rank, with full powers, and able to act on | necessary payments she must make for the the spot. (Hear, hear.) As to the railways, damage sho has done, so far as we can insist there was no falling off in the public interest, upon it and by the necessary punishment of but other countries got their Covernments to these who have carried out the crimes in China. back them, and we did not. The speaker, in and the future protection of the Legation and conclusion, advocated the abolition of lekin and | the means of getting there. There are a numthe removal of the prohibition of the expert ber of other matters of which I made a note. but which I do not propose to go through.

Mr. H. E. Hippert (Blackburn), said in view | Among others there was the question of the of the enormous population and the great land Customs, which has been pressed upon me wealth of China they looked to that country to by one speaker—the difference between the rate supply markets for England. He contended of the Customs duties over the land frontiers to it was very desirable some delimite conclusion what exists at the ports. That matter, I need should be arrived at. He advocated a more not say, is very much before our minds, and equitable dealing with the waterways of China, will not be everlooked. Then there is the and suggested that the British share of the great question of the lekin. I shall not indemnity might take the form of making the attempt to go into that because I should be cities and towns on the waterways open ports, only repeating what I have had several opporttion would be the revival of the China trade. I would ask the deputation to remember is the Mr. C. E. Hobuouse, M.P. (Bristol), also wise words which I think fell from Mr.

McArthur, that the enormous complication of addressed Lord Cranborne. VISCOUNT CRANDORNE'S REPLY. Lord CRANBORNE, in reply, said : My first that the methods of its reform should be a very duty is to express Lord Lansdowne's profound long and ardness business, and it will be a pity disappointment that he is unable to meet the if the commercial interests of Great Britain deputation. Lord Lansdowne is confined not depended too urgently upon the immediate only to his house but to his bed, and he has abolition of the lekin. Rapidity is not Chinese charged me most earnestly to express to you his |-(laughter)-and when one boks as the conexcuses and apologies. With regard to what plication of the system of lekilland recollects has been said by this very important deputation, that the two authorities who are engaged in I think I have realised, perhaps rightly, the abolishing it are China on the one hand and spirit in which you have attended here. It is the Concert of the Powers on the other. I rather that the members of the deputation should think we shall raise that anything like under inform the Government than that the Govern- hasto is likely to be avoided. Finally, I have ment should inform the members of the deputa- to thank the deputation for the practical sugtion. (Laughter.) The most encouraging gestions they have made to me. Let us by all feature is the unanimous character of the means avoid theory and only pursue that which opinion which prevails in England now upon is of practical advantage. That has always this question. Practically we may say that all been the policy of Great Britain, and that is parties in Parliament are agreed, and that all why we have been so pre-eminently successful. parties in the country are agreed, as to what | Mr. W. H. Holliand thanked Lord Crauthe main outlines of the policy should be, and I borne, and the deputation then withdrew. am glad to think and to know that in its main outlines-I do not say in all details-His Mr. Walton, M.P., in reference to the Majesty's Government are in accord upon deputation, makes the following statement: all the principles which have been expressed "I am bound to accept and regret, as one

by the deputation. With reference to the gentleman towards another, Lard Lansdowne's commercial aspect of the Chinese question, limbility to receive us. It was so representative His Majesty's Covernment are agreed as a deputation, however, that it practically to its great importance. Yesterday I was reflected the views of the House of Commons asked a question in Parliament on the subject; upon British trade interests in China, and all of trade in China, and I then stated, what I that was needed to render its effect complete now venture to repeat, that the furtherance of | was to make its views known directly to the British commercial interests in China must in Foreign Secretary. Land Cranborne, who the first instance depend upon the enterprise received us, proved unequal to the reply; hence of our traders. There is no getting out of that. there is no option left to us but to bring the In the first instance, it must be the traders | matter up on the Foreign Office Vute. themselves who must promote trade in China. One of the speakers has discussed the question Whether-it is or is not the faci that British traders have lost some of the enterprise which 11685 [used to characterise them. Of course I am not in a position to pronounce an opinion upon mine and of yours-a doctor, one of the wisest, that, but I think that in approaching this most kindly-hearted, and successful of the men Chineso ques'ion we must realise that a certain who compose his useful profession. amount of risk was incurred, and unless our | "One thing," he says, "I have been telling NEST POINT traders are prepared to take it there is no doubt my patients for the past forty years, that, so (Kennedy Tewn) known as Feather that the foreigner will succeed. The duty for at least as the science of medicine is conof the Government is to secure for the corned, the human mind is merely a name for a traders a full opportunity to promote their group of brain functions. The food in the trade; and I think I may say without any blood acts chemically upon certain nerve centres, boasting that they have within the last and this is mysteriously worked up into what few months achieved some results. Let us take | we call reason. In other words, the condition

the railway question and the work of the last of the mind depends upon that of the body. few years. First of all, there is the agreement | "For example," continues the doctor, "there between Great Britain and Russia which are people who are troubled by irritability, reserves to ourselves a very large area of China great mental depression, sleeplessness, mental for railway enterprise. Of course a very large hallucination, and those symptoms expressed by district is reserved to Russia. And the same the general term 'nervousness' (and who also spirit was evinced in the Anglo-German under- fear insanity), who might either avoid such standing, to which I think Mr. Walton referred; sufferings or be cured in a month, if they but and quite recently the successful efforts which knew that at the bottom of the whole business His Majesty's Government have made to lie the poisonous products of imperfect digesrecover for British shareholders control over a tion. Ninety per cent. of all the cases of mental very large part of the northern railways of and nervous ailments in persons under fifty are China were used in the same spirit. We quite | directly due to dyspepsia." recognise that there is a large portion of the | Now we will listen to Mr. George Bath. railways which is part of the security of the "For many years," he says, "my life was shareholders, and our efforts are always marred and spoilt by indigestion. At first only lirected, and will be directed, towards our slight, the attacks became more and more severe recovering the same control of the northern as the years rolled by, until at last I was a more portion as we have in the southern portion physical wreck, a ready proy for every disease. The same spirit, I think has characterised My head was racked with pain, fierce darting, the police of the Government with regard to stabbing, rending pains, that almost drove me commerce. One or two speakers have spoken frantic. I had no relish for food, and what DROZ & CO., of the negotiations for the payment of the morsel I did swallow filled my body with wind indemnity, and, of course, it is an open secret and caused a most oppressive sense of fulness on that a certain number of the European Powers | the chest. liave desired to obtain it by raising the What with a distressing sonse of sinking in Maritime Customs to 10 per cent. ad valorem. the stomach, and a constant feeling of sickness, Iteis well known that His Majesty's Govern- through the foul state of my tongue, I felt, as ment have resisted that, and I may say success- I looked, 'of all men most miserable.'
fully resisted it. (Hear. hear.) Mr. Walton "This wretched existence—it. wasn't life—I said that he would like information on a great | dragged on for twenty years with just a short number of details, which perhaps this would respite now and then. Each year the disease not be a very good opportunity for furnishing tightened its grip, sapping my strength and that information. He spoke of the indemnities vitality. Doctors examined me and gave me at some length. Now, the methods in which medicine. They lightened my purse, but not

these indemnities are to be paid I shall not my ills. At times I turned quite dizzy and discuss on the present occasion. The negotia- faint, and got so nervous and depressed that I tions are not complete, and therefore it would scarcely dared venture out of doors. perhaps be wise not to say too much. No doubt | " My whole nervous system seemed unstrung; some kind of international instrument will the slightest noise distressed me. Why, the have to be created through which this money ticking of a clock, in another room, was suffishall be distributed to the various Powers who cleat to keep me awake for hours, and a knock are obtaining indemnities from China. I dislike at the door would make me jump and tremble the phrase "international board," because it all over. implies some kind of international control; and | "Friends shook their heads as they saw me as the deputation knows very well, the policy of tottering about more dead than alive, and said the Government had been to resist anything like Bath has not long to live, poor fellow.' That the disintegration of China. "(Hear, hear.) I can | was six years ago, but I'm alive still and very conceive no method which would lead to disinte- much alive too. Why, I seem to be getting gration more rapidly than anything like in- younger every day. Though I am now feventy ternational control of a definite kind; so what years of age, I am so brimful of energy and we hope for is an international instrument such animal spirits that I feel equal to anything. It [73] as I have spoken of for the distribution of this was Seigel's Syrup that wrought the change, money, not in the nature of control, but such nothing else. I owe my life to its wonderful as I have described it-merely a channel power. through which this money will reach the various | " Now, forty clocks ticking wouldn't speil my Powers who are entitled to it. The general | sleep, and food must be very indigestible indeed relations between ourselves and the Powers, as to upset me. I would rather lose £50 than be the deputation will gather from what I have without Seigel's Syrup, for it has made a man said, are at the present moment of an exceedingly of me, and added years of happiness to my life." friendly kind; and I think that is due to the George Bath, Trefusis Villa. Windmill Road, policy of courtesy and reserve with which we New Brompton, Kent. April 25th, 1909. have pressed our rights upon the other Powers. No world of the writer's can add one jot or

necessarily adverse to commercial interests. Union, Chatham, and Mr. A. Durrant, Short We have certain well-defined treaty rights, Street, Luton Road, Chatham, to both of whom and those freaty rights we continue to press Mr. Bath is personally known. upon the Powers by firm but courteons Now turn back to the quotation from the old [832 representations; and anyone will agree who doctor, and you will learn what Mr. Bath's

(Hear, hear.) The one thing to avoid in forcing tittle to Mr. Bath's frank and eloquent state-

politics, and especially Chinese politics, is in- ment, the truth of which is vouched for by ternational swagger. It leads to nothing, I many independent witnesses, among them being

am quite sure, but friction, and is of course Mr. John Scrace, Relieving Officer, Medway

has watched the recent issue of our relations | disease was. No, never mind, I will set it down with Hussia that we have pressed them here—it was dyspepsia. Oh, if my voice could with no small measure of success. Now there but reach all the suffering men and women in Any person who could firmly fix the amount are one or two special matters which perhaps I dear old England, how I would shout to them

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1901 1901

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1901

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1901

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1735

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2. From Blake Pier to Naval Yacd. 1. From Green Island to the Harbour Master's. 4. From Naval Yard to East Point. 2. From Harbour Master's to Blake Pier.

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BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU .	Jap. str.	• •	Fuchs	HAMBURG-AMERIKA LINIE	10-day, at noon.
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SHIPPING.

ARRIVALS. July 18, Fushun, British str., 1,500, W. H. Lunt, Shanghai 14th July, General .-

CHINESE. July 18, COHOMANDEL, British str., 2,783, F. W. Vibert, London 21st June, Bombay 3rd July and Singapore 13th, Mails and General.--P. & O. S. N. Co.

July 18, Halloong, British steamer, 763, H. Bathurst, Swatow 17th July, General.-JARDINE, MATHESON & Co. July 18, Conch. British at ., 1,314, C. Abbott, Balik Papan 8th July, Petroleum.-ARN-

HOLD, KARBERG & CO. July 18, Laisano, British str., 2,224, G. Payne, Moji 12th July, Coal.-JARDINE, MATHE-BON & CO.

July 18, ITINDA, British transport, 3,361, M. England, Taku 11th July. July 18, KAGOSHIMA MARU, Japanese str., FITHE Company's Steamship

4,300, K. Kori, Japan 12th July, General. -Nippon Yusen Kaisha. Schmidt, Canton 18th July, General. above TO-DAY, the 19th inst., at 4 F.M.

Stringer, Hoile and Cebu 13th July, with Electric Light. General.—BUTTERFIELD & SWIRE. July 18, Sithonia, German steamer, 4,238, E. Burmeister, Hamburg 1st June and Singa-

pore 12th July, General.-HAMBURG-AMERIKA LINIE. July 18, CARTHAGE, British hospital ship, 5,189.

Lendon, Calcutta 7th July. July 18, Liris, German gunboat, 900, Schamer, from Tsintau.

July 18, CLARA, German str., 675, A Hunsen, Pakhoi and Hoihow 16th July, General .--JEBSEN & Co. July 18, Taishun, American str., 1,216, Patter-

son, Canton 18th July, General.—CHINESE. CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

18th July. C. Ferd. Lacisz, German str., for Calcutta. Wongkoi, German str., for Pakhoi. Eridan, French str., for Kobe. Glaucus, British str., for Singapore. Macduff, British str., for Shiwuiyan. Choysang, British str., for Canton.

Fushun, British str., for Canton.

DEPARTURES. 18th July. CLAVERING, British transport, for Calcutta. RAJAH, British transport, for Calcutta. CHOYBANG, British str., for Canton. Sameia, German str., for Hamburg. C. F. LARIEZ, German str., for Calcutta. ERIDAN, French str., for Kobe. GLAUCUS, British str., for London.

FUSHUN, British str., for Canton. VESSELS IN DOCK.

KOWLOON DOCKS .- Union, Nanshan, Sungkiang, Y. Sontau, Sishan. COSMOPOLITAN DOCK .- Colonies.

SHIPPING REPORTS. The British steamer Chinkiang, from Iloilo | THE Steamship and Cebu 13th July, had light variable winds

and fine weather throughout, with moderate westerly swell. The British steamer Laisang, from Moji 12th July, had strong S.S.W. to S.W. wind with at 3 P.M. high sea and heavy rains to Turnabout; thence

to port moderate S.W. wind and sea. VESSELS ON THE BERTH

FOR NEW YORK.

VIHE 3/3 A II American ship

"L. SCHEPP' Captain Kendall, will be ready to load on the 15th August for the above port, and will be

despatched about the middle of September. For Freight, apply to CARLOWITZ & CO. Hongkong, 18th July 1901,

FOR NEW YORK.

FIHE 3/3 A II American Ship

"MANUEL LLAGUNO" will load during September and October. sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 11th July, 1901.

FOR CALCUTTA DIRECT VIA SING PORE.

THE H. A. L. Steamship

"C. FERD. LABISZ," Captain Fuchs, will be despatched for the above ports TO-DAY, the 19th inst., at Noon. For Freight and further Particularsapply to HAMBURG-AMERIKALINIE, Hongkong Office.

Queen's Buildings, No. 1. Hongkong, 8th July, 1901. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR MANILA.

"YUENSANG." July 18, LOUNGMOON, German steamer, 1,245, Captain P. H. Rolfe, will be despatched as This Steamer has superior accommodation for , July 18, Chinkland, British str., 1.240, E. First Class Passengers, and is fitted throughout

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 15th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN

PORTS. YIVHE Steamship

"SUNDA," Captain E. R. Dowell, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 20th July, at Noon, taking passengers and cargo for the

above ports. Silk and Valuables, all cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Murseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to / Superintendent. Hongkong, 8th July, 1901.

HAMBURGAMERIKA LINIE.

FOR SHANGHAI.

"LOONGMOON." Captain Schuldt, will be despatched for the above port TO MORROW, the 20th inst.,

This Steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to Siemssen & co.

Agents. Hongkong, 17th July, 1901 THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"PERLA." Captain Geo. T. Blaxland, will be despatched as above on TUESDAY, the 23rd inst., at

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber. A Doctor is carried.

For Freight or Passage, apply to SHE WAN TOMES & CO., General Managers. Hongkong, 17th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

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Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19, knots.

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"EMPRESS OF CHINA"...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th Aug., 1901 " EMPRESS OF INDIA".... Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 28th Aug., 190) "EMPRESS OF JAPAN"...Comdr. H. Pybus, R.N.R.WEDNESDAY, 25th Sept., 190.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN. of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continen FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Retur-

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China an

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP., (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL. Japan Governments. TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENER) through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate. by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings. "TARTAR" 4,425 Tons... Comdr. G. D. Bowles, R.N.E. WEDNES., 14th Aug., at Noon. ATHENIAN"... 3,882 Tons... Comdr. H. Mowatt

Taking Cargo and Passengers for all points in OANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3ED CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pedder's Street. Hongkong, 18th July, 1901.

HAMBURG-AMERIKA

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taling Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oport LONDON, LIVEBPOOL, GLASGOW, TRIESTE, GENOA PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS. BAILING DATES.	:
THAVRE & HAMBURG On 98th July. Freight.	
Cart Cabradan (Calling at Singapore and Penang).	
CHAVEE & HAMBURG	
Calling at Singapore and Colombo)	
HAVEE & HAMDONG On 2nd Sept. Presgue.	
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SIBIRIA PAYDE CHARACTER COLOMBOL ON 10th Copy Passage	θ.
TTAVER & HAMBURG	
ANDALUSIA (Calling at Singapore and Penang))	
For Further Particulars, apply to	. y .

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkoug, 6th July, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

REMARKS. TO BAIL ON ... Noon, 20th | See Species Advertisement. LONDON, &c.... E. R. Dowell, R.N.B. SHANGHA1 AND BANGA About 20th Freight. JAPAN E. P. Martin, B.N.B. July ; TIENTSIN About 20th Freight only. SHANGHAI About 27th Freight or Passage. July LONDON E. Spicer, B.N.B. For Further Particulars, apply to H. A. RITCHIE, Superintendent. Hougkong, 11th July, 1901.

MAIL IMPERIAL

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PCRT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACE

IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES. THURSDAY 25th July. BAYERN ... 22nd August. 5th September PRINZESS IRENE PRINZ HEINRICH ... 2nd October. ... 16th October HAMBURG (Hamburg-Amerika Linie) ... 30th October. SACHSEN 13th November. KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY PRINZ HEINRICH ... 19th Feb. 1902. HAMBURG (Hamburg-Amerika Linie)

N THURSDAY, the 25th day of July, 1901, at Noon, the Steamship "BAYERN," of the Nordbeutscher Leond, Captain H. Bleeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Tuesday, the 23rd July, Cargo and Spec will be received on Board until 5 P.M. on WEDNESDAY, the 24th July, and Parcels will be

received at the Agency's Office until Noon on WEDNESDAY, the 24th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board. NORDDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS & CO., AGENTS. Hongkong, 12th July, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. DESTINATIONS. STEAMERS. 19th July, at. BOMBAY, VIA SINGAPORE and | FRIDAY, KAGOSHIMA MABU COLOMBO 19th July, at K. Kori NAGASAKI, KOBE and YOKO- (FRIDAY, KASUCA MARU..... HAMA H. Fraser MARSEILLES, LONDON, and 26th July, at ANTWERP, VIA SINGAPORE, (FRIDAY, KANAGAWA MARU...... PENANG, COLOMBO & PORT DAYLIGHT. J. MacKenzie SYDNEY and MELBOURNE, via) FRIDAY, 20th July, at MANILA, THURSDAY ISLAND, YAWATA MARU 4 P.M. TOWNSVILLE and BRISBANE A. E. Moses VICTORIA, B.C. and SEATTLE, MUNDAY, KINSHIU MARU U.S.A. VIA SHANGHAI, MOJI, AP.H. F. J. Horton...... KOBE and YOKOHAMA FRIDAY. 2nd Ang., st TAMBA MARU KOBE and YOKOHAMA DAYLIGHT. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the J. W. Wale United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and

Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 1st July, 1901.

A. S. MIHARA, Managor.

NORTHERN PACIFIC STEAMSHIP CO. SAILINGS FROM HONGKONG, VIA SHANGHAL

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY

Proposed Sailing Captain. Tons. Steamer. 26th July W. Frakes .. GLENOGIE August J. Alwen...... 2,811 TACOMA W. Watt August BRAEMAR September 10th J. S. Cox DUKE OF FIFE

THYHE attention of Passengers is directed to the very cheep rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MATL LINES.

HONGKONG TO NEW YORK, 248

The Railroad travelling is second to none on the American Continent; two trans-continents! trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mour. TAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35. The best route to the KLOEDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL.

Rates of Passage to other Points on application. A Special Rute allowed to members of Government Service For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 17th July, 1901.

STEAMSHIP COMPANY.

			OUT	WARDS.		
	·PHOM		STE	amers	D ı	or.
•	GLASGOW	and LIVERPO	OL "STE	TOR" TENEUS"	· · · · · · · · · · · · · · · · · · ·	I DEL LEVEN MODEL
١.	GLASGOW	and LIVERPO	OL "ORE	STEEL STEEL	On On	13th August.
	GT.ASGOW	and LIVERPO	OL "TYD	RITS"	On	26th August.
	GLASGOW	and LIVERPO	OL PYR	KHU8	On	Sou nebromoer

:					OMEWARDS.			ſ
TANDO	FOR			J (ALCINOUS"	On	23rd July.	
LONDO)N			- 4	DENUMBION	Õπ	20th August.	
LONDO	DN POOL D	RECT		••	STENTOR "	On On	15th August.	
· (Tuki	ng Cargo	at London	Truton	-				•

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO., LIMITED.

SHANGHAI. TIENTSIN ILOILO and CEBU MANILA	"KASHING"	TO SAIL. On 19th July. On 22nd July. On 24th July. On 24th July.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* "TSINAN"	• •	

"The attention of Passengers is directed to the superior accommodation offered by this eteamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS.

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 5th July, 1901. THE OSAKA SHOSEN KAISHA, TOYO KISEN KAISHA. LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY. THILE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 21st inst. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA

Hongkong, 15th July, 1901, AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY.

STEAM TO SHANGHAI. FULLE Company's Steamship "MELPOMENE,"

Cuptain Matcovich, will leave for the above place on TUESDAY, the 23rd inst., at 4 P.M. For Freight or Passage, apply to SANDER, WIELER & CO., Hongkong, 17th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

STEAM TO YOKOHAMA AND KOBE. FINHE Company's Steamship "FRANZ FERDINAND."

Captain Martinolich, will leave for the above places on TUESDAY, the 23rd inst., at 5 P.M For Freight or Passage, apply to SANDER, WIELER & CO.

Hongkong, 17th July, 1801. THE OSAKA SHOSEN KAISHA LIMITED.

FOR ANPING (VIA SWATOW AND AMOY). FITHE Company's Steamship

"MAIDZURU MARU." Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 21th

For Freight o: Passage, apply to THE MITSUI BUSSAN KAISHA,

Hergkong, 15th July, 1901. EASTERN AND AUSTRALIAN STEAM.

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and

QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, TABMANIA, &c.) THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched for the above ports on WEDNESDAY, the 24th July, Company's and connecting Steamers.

at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

roturn by the steamers of the China Navigation | Collector of Customs at San Francisco. Company and vide versa. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agenta. Hongkong, 1st July, 1901.

THE OSAKA SHOSEN KAISHA,

LIMITED.

FOR FOOCHOW VIL SWATOW AND AMOY.

THE Company's Steamship "ANPING MARU." Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the StatJuly,

at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Apents. [19 SEA WITCH, American ship, Howes, -- Master Hongkong, 17th July, 1901.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Mabu (via Shanghai, Nagasaki, (Tuesday, July 30 1901, at Noon. Kobe, Inland Sea, Yo. kohama, and Honolulu)

NIPPON MARU (via Shanghai, Nagasaki, SATURDAY, Aug. 24 Kobe, Inland Sea, Yo- 1901, at DAYLIGHT. kolisma, and Honolulu) America Maru (via

Shanghai, Nagasaki, (TUESDAY, Sept. 17, Kobe, Inland Sea, Yo. 1901, at NOON. kehama, and Honolulu)

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONO. LULU on TUESDAY, the 30th July, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail reutes from San Francisco including the SOUTHERN PACIFIC. CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, UNION PACIFIC, DENVER AND RIO GRANDE. and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico. Central and South America, by the

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the N.B. Return Tickets issued by this Com- United States should be sent to the Company's pany to and from Australia are available for Office in Sealed Envelopes, addressed to the

> For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

> > GEORGE ECKLEY. Acting Agent.

Hongkong, 5th July, 1901. NOT RESPONSIBLE FOR DEBTS.

Neither the Captains, the Agents, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour :--ARRATOON APCAR, British str., E. Ley .-David Sassoon, Sons & Co. GUTHELE, British str., W. G. McArthur,-

Gibb. Livingston & Co.

VESSELS ON THE BERTH.

U.S. MAIL LINES.

OCCIDENTAL & ORIENTAL S.S. CO. PACIFIC MAIL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

" GAELIC "	
	TUESDAY, 6th Aug., at Noon.
	THURSDAY, 15th Aug., at Noon.
6	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept. at Noon.

THE 0. & O. S. S. Co.'s Steamship "GAELIC" will be despatched for SAN FRAN-CISCO vin SHANGHAI, NAGASAKI: KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States and Europe. Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, Feaner, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO FUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consalar Services, and European Civil Service officials located in Asia, and to European officia's in the service of the Governments of China and Japan TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the the Navaland Military. Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE .- Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States. Canada or Europa, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of osllin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cont. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to 'Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipm at of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 15th July, 1901.

TO IMPORTERS FROM THE UNITED | STATES. THE CHINA MUTUAL STEAM NAVI- I'M HE Steamship

GATION COMPANY, LIMITED. having Established a REGULAR SERVICE or STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILLIPINES, in conjuction

with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient. HE Steamship

"KINTUCK," Sails from Seattle about the 12th of July " CHINGWO," Sails from Seattle about the 21st of July: "HYSON. Sails from Seattle about the 14th of August;

" KAISOW. Sails from Scattle about the 24th of August; " YANGTSZE." Sails from Seattle about the 27th of Sept. : and will be followed by the Company's regular

gailings. For further particulars, apply at THE CHINA MUTUAL STEAM NAVI GATION CO.'S OFFICES, NEW YORK To the Agents of the Company at Japan, China, Hongkong, Phillipines and Straits FRANK WATERHOUSE & CO., General

Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, Shanghai.

JARDINE, MATHESON & CO. Hongkong, 18th July, 1901.

REGULAR STEAMSHIP SERVICE TO

NEW YORK VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. HUDSON" ... About let Aug. HEATHBURN" ... About 15th Aug SATSUMA" ...

RICHMOND CASTLE For Freight and further information, apply to | THE 3/3 A.I.I. American ship DODWELL & CO., LD., Agents. Hongkong, 6th July, 1901.

SHEWAN TOMES & CO.'S NEW YORK

LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA." Captain Williamson, will be despatched for the above port on or about loth August, and will be followed by the Steamship on or about 15th Beptember. For Freight, apply to SHEWAN TOMES & CO.,

Agents. Hongkong, 8th July, 1901.

CALCUTTA.

"ARRATOON APUAR," Captain E. Fey, will be despatched for the above ports on FRIDAY, the 26th July, at Noon, instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON, SONS & CO.,

FOR SINGAPORE, PENANG AND

Hongkong, 19th July, 1901. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON. SINGAPORE. BATAVIA COLOMBC, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 29th July, 1901, at I P.M., the Company's Steamship L. Schopp, Amr. ship, 1,673, Kendall, July 5 "ANNAM," Captain Sellier, with Mails, Passengers. Specie and Cargo, will leave this port for MARSEILLES via ports of call.

WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., 11624 Specie and Parcels until 3 P.M. on the 28th (Parcels are not to be sont on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent. Hongkong, 17th July, 1901.

FOR NEW YORK.

"I. F. CHAPMAN." [878-1194-988 shortly expected here from KOBE, will lead for the above port, and will have quick despatch

For Freight, apply to ARNHOLD, KARBERG & CO. Hongkong, 2nd July, 1931. NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS I in CHINLand JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Inpo-CHINA STTAM NAVIGATION Co.'s fortnightly service hence to Calcurra. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for Chins and Japan. Hongkong, 4th August. 1897.

VESSELS ON THE BERTH CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON. TOPEKA AND SANTA FE BAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU. TAKING CARGO AND PASSENCERS TO JAPAN PORTS AND

HONOLULU, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH

AMERICA, &c. S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on or about 15th September. Through Bills of Lading issued to any point

in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo des-tined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight er Passage, apply to

Hongkong, China and Japan. Hongkong, 16th July, 1901.

BUTTERFIELD & SWIRE,

HONGKONG.

* STEAMERS. Aristen. Austrian str., 2,208, Scopinich, July 17, B. M. Kaisha Arratoon Apear, Brit. str., 2,879, Foy, July 15. David Sassoon, Sons & Co

Banca: British steamer, 8,000, Martin, July 17, P. & O. S. N. Co Chinking, British str., 1,240, Stringer, July 13. Butterfield & Swire Chowia, Gorman str., 1,155, Musing, July 12, Butterfield & Swire

Clara, German steamer, 675, Hausen, July 18, Jebsen & Co Conch. British steamer, 1,314, Abbott, July 18, Arnhold, Kurberg & Co Coromandel, British str., 2,783, Vibert, Jaly 18, P. & O. S. N. Co Gaelie, British steamer, 2,691, Finch, July 13,

O. & O. S. S. Co Guthrie, British str., 2,500, McArthur, July 16, Gibb, Livingston & Co Hailoong, British str., 783, Bathurst, July 18, Jardine, Matheson & Co

Hoihao, French str., 509, Merlees, July 14, A. R. Marty Kagoshima Maru, Jap. str., 4,300, Kori, July 18, Nippon Yusen Knisha Kasugo Moru, Jap. str., 2,368, Fraser, July 16, Nippon Yusen Kaisha

Kutsang, British str., 1,495, Selby, July 16, Jardine, Matheson & Co Laisang, British str., 2,224, Payne, July 18, Jardine, Matheson & Co Lombard, British str., 1,658, Raisor, July 8,

Dodwell & Co., Ltd. Loongmoon, Ger. str., 1,245, Schuldt, July 15, Siemssen & Co Macduff, British str., 1.882, Clegg, July 15, Dodwell & Co., Limited Munchen, German str., 4,691, Krebs, May 28, Melchers & Co

Nanshan, British str., 1,299, Jones, June 27, Bradley & Co Oak Branch, British str., 2,064, Scholl, June 12, Dodwell & Co., Limited Phranang, German str., 1,200, Calder, July 17, Melchers & Co

St. Irene, British str., 2,474, Clements, July 8, Sandakan, German str., 1,374, Schmer, July 17. Melchers & Co Simongan, Dutch str., 1,818, Sandman, April 18,

Sishan, British str., 852, H. Holton, July 9,

Sithonia, German str., 4,232 Burmeister, July 18, Hpmburg-Amerika Linie Sungkiang, British str., 1,021, Moore, July 6, Butterfield & Swire Taishun, Amr. str., 1,216, Patterson, July 14,

Tientsin. British str., 2,835, Cooke, July 17, P. & O. S. N. Co Whampon, British str., 1,109, Laver, July 11,

Butterfield & Swire Y. Sontau, Amr. str., 535, Gortirolo, July 13, Order Yuensung, British str., 1,128, Rolfe, July 15,

Jardine. Matheson & Co RAILING VESSELS. Celest Burrill, British ship, 1,764, Jefry. May Holliswood, Amr. bark, 1,084, Knight, June 14

Carlowitz & Co Manuel Llaguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited Sea Witch, Amr. ship, 1,172, Howes, Feb. 21

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

"Master ___

Alacrity, despatch-boaot, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 hp., Captain J. Startin, Woosung Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinking Astrana, cruiser, 4,360 tons, 10 guns, 9,000 h.p., of this difficult language absolutely requires ex-Captain C. J. Baker, at Shanghai

Capt. E. H. Bayly, C.B., at Woosung Barflour, battleship, 10,500 tons, 14 guns, 13,000 hp., CapteG. J. S. Warrender, at Weibniwei Blenheim, 1st class craiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Wuhu Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart, at Hankow Britomart, gurboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Baird, at Weib iwei Dapline, sloop, 1,140 tons, 8 guns, 2,000 h.p., Coundr. Wm. C. Pakenham, at Hongkong Dido, erniser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P.F. Tillard, at Hongkong Endymion, cruiser, 7,350 tons, 12 guns, 10,000 hp Captain A. W. Paget, C.M.G., at

Weihaiwei Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shangha

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong Firebrand, gunboat, 455 tons, 4 guns, 360 hp., Lieut. Comdr. C. P. Beatty Pownall, at

Glory, battleship, 12,950 tons, Captain Frederick: S. Inglefield, at Yokohama Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking Handy, torpedo-boat destroyer, 260 tons, 6 guns,

4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong

Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai Isis, cruiser, 2nd class, 5,650 tons, 11 gans, 9,600 h.p., Capt. Charles Windham, at Shanghai Janus, torpedo-boat destroyer, in reserve, at

Kinsha, river gunbeat, Liout. Comdr. G. B. Powell, on Yangtaze Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amov Ocean, battleship, Hon. A. G. Curzon Howe, at

Weihaiwoi

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung Otter, torpedo-baot destroyer, Lieut.-Comdr. C. P. Mansel, at Weihaiwei

Phonix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nichelson, at Tongku Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Com. A. H. Oldham, at Hongkong Pique, cruiser, 3,600 tons, 8 guns, 7,000 hp., Capt. H. C. Reynolds, at Weilmiwei Plover, gunboat, 453 tons, 6 guns, 1,200 hp., Lient. Comdr. Cowper, at Kiukiang

Redpele, gunboat, 855 tons, 6 guns, 720 hp., Lieut.-Comdr. Chas. F. Corbett, Kinking Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. Godfrey G. Webster, West

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, on West River Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. R. W. Dalgety, at Shanghai Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in

reserve, at Hongkong Taku, torpedo-boat destroyer, 250 tons, in reserve at Hongkong Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford,

at Yokohama Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkeng Torrible, 1st class cruiser, 14,200 tons. 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. W. O Lyne, at Hongkong Wivern, coast defence ship, armoured, 2,750 tens, 4 guns, 1,000 h.p., at Hongkong Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie,

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. W. R. Watson. at Woosung Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, at Hankow

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VESSELS EXPECTED.

THE GERMAN MAILS.

The Imperial German mail steamer Konig Albert, carrying the German mails with dates from Berlin of the 24th ult., left Colomboon the 12th inst., a.m., and may be expected here on or about Tuesday, the 23rd inst.

The Imperial German mail steamer Bayern left Kobe via Nagasaki, Shanghui and Foodhow expected here on or about Wednesday, the

THE AMERICAN MAILS. The T. K. K. steamer Hongkong Mara, with mails, &c., from San Francisco to the 22nd uit., left Yokohama for this port via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai, on the 12th inst., at 6 a.m. The P. M. steamer China, with mails, &c.,

left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th uit. The O. & O. steamer Doric, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and

Shanghai on the 9th inst. THE CANADIAN MATL The C. P. R. steamer Empress of China left Vancouver on the 9th inst., at 6 a.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS. The Barber Line steamer Glamorganshire, from New York, left Manila on the 17th inst., and may be expected here on or about the 20th

The A. L. steamer Franz Ferdinand left Singapore for this port on the loth inst The A. L. steamer Melpomene left Bingapore and Polka to Peak Residents. For this port on the 16th inst.

with late 10 cents, up to m.a 00.11. 4.00 P.M. ay, 24th, 11.00 A.M. ay, 24th, 3.00 P.M. lay, 24th, 4.00 P.M. Thursday, 25th, Registration .. 10.00 A.M. (Registration, with late (Late Letters 11.10 to 11.30 A.M. Extra | Bayern fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M. Wednesday, 7th August, Registration 10.00 A.M.

DAY AND HOUR

| Empress of China (fee of 10 cents, up to 10.45 л.м.) The H. A. L. steamer Alexandria, from Ham-Meeting of Shareholders of Great Eastern | burg, left Singapore for this port on the 17th & Caledonian G. M. Co, Ltd., 14, Des Youx | inst., and may be expected here on or about the 22nd inst. The N. Y. K. steamer Yawata Maru (Australian Line) left Kobe via Moji and Nagasaki

(Registration, with late

for this port on the 17th inst., and is expected to arrive here on the 23rd inst. The N. Y. K. steamer Kanagawi Maru (European Line) left Kobe via Moji for this port on the 17th inst., and is expected to arrive

here on the 24th inst. The P. & A. steamer Knight Companion will leave Yokoliama on the 18th inst. for this

The N. P. steamer Tacoma arrived at Kobe on the 16th inst., and sails for Shanghai and Hongkong on the 17th inst. The steamer Richmond Castle, from New York for Straits, Hongkong, China and Japan,

sailed from New York on the 2nd inst. The C. P. R. steamer Tartar left Vancouver on the afternoon of the 6th inst. for Hongkong, via Japan and Shanghai.

STEAMERS PASSED THE CANAL. OUTWARD.—11th June.—Erzherzog, Franz Ferdinand, Erica. 14th June. - Ernest Simons. 18th June.—Batavia, Dresden, Oceana, Meridian. 21st June.-Edderlon. 25th June.-Mogul, Neckar, Silvia. 28th June. -Alexandria, Benvenue, Stenler. July .- Bombay, Cocle, China, Konig Albert, Salfordi. 5th July .- Tamba Mara, Tantalus, Occanien. 9th July .- Glenfarg. Glenturret, Massilia, Spithead, Sibiria, Tucuman, Warrior, Pisa. 12th July .- Idomoneus, Strathord, Yangtsze, Yarra. 16th July .--Shinano Maru, Prinzess Irene, Satsuma. HOMEWARD.—5th July.—Afridi, Ulysses, Sego-via. 12th July.—Annam. 16th July.—

Dardanus, Glenshiel, Natal. ARRIVALS AT HOME.—16th July.-Hamburg. Suevia.

PASSENGERS. ARRIVED. Per Fushum, from Shanghai, Captain Savieck. Per Hailoong, from Swatow, Mr. Potts. Per Coromandel, for Hongkong, from London, Mr. and Mrs. C. T. Andrew and two children. Messrs. Campbell, Ward, Guyett, Edwards, and Rutherford, and Rev. and Mrs. John Steele; from Marseilles, Mr. N. Lazarus, Capt. Rotherham, and Mr. F. D. Irvine; from Bombay, Mr. A. Mohledina; from Colombo, Col. Mathison and Mr. R. B. Ramsay; from Singapore, Lieut. Georgehegan: for Shanghai, from London, Mossrs. E. Cochayne, D. Davies, P. Thomas, and

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	Haiphong	1 p.		88	68	NE	2	0
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•	Bacolod	13	29.83	83		N .	•	C
	Iloilo				-		0	C
:	Cebu	, , , , , , , , , , , , , , , , , , ,	29.77	85		N	3	C
	C. S. James		-	_	1	SW	•	C
		13	sth JÜLY	, A,3	!.			
	V'divostock	7 a.	1 -	·()		-	نت:	` - -
_	Leng. Barrier	1.6 -	00.71		1 5	,		

Nagasaki ... Kagoshima Taiboku .. 5a. Taichu, Taman Koebun Pescadores Gutzhii ... 9a. Sharp Peuk " Amoy ,.... 29.85 83 80 aw 2 6 Canton Hongkong... 10 a. Victin Peak Gap Book ... 29.84

On the 18th at 12.10 p.m. The barometer has fallen slightly over the China coast and Philippines. Pressure is highest over the N part of the China Sea, and gradients continue slight with moderate 8 monacon on the China coast. Forecast; maderate SW winds; showery.

C. S. James 7 a.

MESBER FILCONER & Co.'s REGISTER, 18th July. Barometer 94,M... 29.53 Therm. 94,M. (Wetbulb)80 liarometer 1 p. M. .. 29.61 Therm. 1 p. M. (Wet bulb) 80 Thornsom, 17.8 ... 56 Therm, Maximum over

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